

DIVISIONS.	Stations.	Rainfall from 2nd to 8th Oct. 1871.	Rainfall from 9th to 15th Oct. 1871.	Rainfall from 16th to 22nd Oct. 1871.	Rainfall from 23rd to 29th Oct. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
						Rain.	Up to date.	
PRESIDENCY.	Kidnagpur	Nil	2.47	Nil	1.02	60.55	29th Oct. 1871.	Not received 16th to 22nd Oct.
	Bongong	ditto	0.85	Not recd.	2.02	75.11	ditto	
	Ranaghat	ditto	Not recd.	ditto	Not recd.	54.12	8th Oct. 1871.	
	Meherpore	ditto	0.84	Nil	1.58	63.21	29th Oct. 1871.	
	Choudangab	ditto	4.90	ditto	1.60	91.35	ditto.	From 16th February.
	Kooshtea	0.01	3.47	ditto	0.62	81.35	ditto.	
	Jessore	Nil	2.97	ditto	2.39	83.10	ditto.	
	Khooldnah	ditto	1.26	ditto	2.59	70.65	ditto	
	Jenidah	ditto	Not recd.	Not recd.	Not recd.	82.93	8th Oct. 1871.	From 6th March.
	Nurail	0.86	ditto	ditto	ditto	58.26	ditto	
	Magoorah	Nil	ditto	ditto	ditto	37.71	ditto	
	Bagurhaut	ditto	ditto	ditto	ditto	76.32	ditto	
	Saugor Island	ditto	1.70	Nil	18.10	109.70	29th Oct. 1871.	ditto.
	Calcutta	ditto	1.93	ditto	5.07	93.31	ditto.	
	Alipore { Jail	ditto	1.87	ditto	5.21	97.63	ditto.	
	{ Hospital...	ditto	1.91	ditto	5.11	96.39	ditto.	
	Barrackpore	Not recd.	Not recd.	Not recd.	Not recd.	84.52	1st Oct. 1871	
	Dum-Dum	ditto	ditto	ditto	ditto	63.59	ditto.	
	Baraset	ditto	ditto	ditto	ditto	61.07	ditto.	
	Satkerah	ditto	ditto	ditto	ditto	68.52	ditto.	
	Busseerhant	ditto	ditto	ditto	ditto	71.95	ditto.	24th Sept. 1871.
	Diamond Harbour	ditto	ditto	ditto	ditto	79.25	1st Oct. 1871.	
	Barripore	ditto	ditto	ditto	ditto	83.05		
Dacca.	Dacca { Telegraph Office	Nil	2.44	0.26	2.86	86.74	29th Oct. 1871.	
	{ Jail	ditto	2.10	0.40	2.30	81.90	ditto.	
	Burrisaul	1.01	2.70	Nil	5.62	93.04	ditto.	
	Dowlat Khan	Not recd.	4.59	0.10	9.95	113.28	ditto	
	Perozepore	Nil	1.65	Nil	4.15	92.45	ditto.	Not received 25th Sept. to Oct.
	Madaripore	ditto	5.94	ditto	1.70	79.70	ditto.	
	Farradpore	0.09	3.87	ditto	1.35	92.16	ditto.	
	Goalundo	Nil	6.16	0.56	1.40	59.33	ditto	
	Mymensing	0.06	0.91	Nil	1.38	111.04	ditto.	From 5th June.
	Jamalpore	Nil	1.37	ditto	0.24	78.09	ditto.	
	Attenah	ditto	4.40	ditto	2.85	103.65	ditto.	
	Kishoregunge	ditto	11.58	ditto	3.29	117.71	ditto.	
	Sylhet	0.15	4.60	ditto	5.95	144.09	ditto.	22nd Oct. 1871.
	Cachar	1.49	2.62	ditto	2.27	91.37	ditto.	
CHITTAGONG.	Hylakandy	1.76	3.85	0.30	Not recd.	90.01	22nd Oct. 1871.	ditto.
	Koyah	0.39	5.10	0.10	ditto	101.61	ditto.	
	Chittagong { Telegraph Office	0.20	1.60	0.20	6.00	102.78	29th Oct. 1871.	
	{ Jail	0.41	1.76	0.37	5.88	107.17	ditto.	
	Cox's Bazar	Nil	0.54	0.09	Not recd.	158.66	22nd Oct. 1871.	15th Oct. 1871.
	Rangamatee Hill	1.00	1.48	Not recd.	ditto	92.93	29th Oct. 1871.	
	Noakhally	0.31	4.99	0.03	12.15	132.83	ditto.	ditto.
	Tipperah	0.30	2.25	Nil	4.50	97.43	ditto.	
	Brahmanbariah	0.60	3.00	1.02	5.20	111.32	ditto.	
	Akyab	Nil	2.30	Nil	9.30	199.30	ditto.	
COCHIN BEHAR.	Cooch Behar	4.49	Nil	0.01	0.21	12.24	ditto	From 22nd September.
	Buxa	2.14	ditto	3.20	Nil	164.59	ditto.	
	Goalparah	0.43	0.31	Nil	0.44	85.09	ditto.	15th Oct. 1871.
	Dhoobree	0.24	0.10	Not recd.	Not recd.	61.13	29th Oct. 1871.	
	Tura (Garo Hills)	0.32	4.44	0.20	0.86	107.54	15th Oct. 1871.	Not recorded 27th Feb. to 5th Mar.
	Darjeeling { Telegraph Office	0.61	Nil	Not recd.	Not recd.	124.39	15th Oct. 1871.	
	{ Hospital	0.42	ditto	Nil	0.28	116.28	29th Oct. 1871.	Not recorded since 6th August.
	Runghee	Not recd.	Not recd.	Not recd.	Not recd.	190.51	30th Sept. 1871.	
	Palacottah	ditto	ditto	ditto	ditto	43.97	6th Aug. 1871.	29th Oct. 1871.
	Julpigoree	0.80	Nil	Nil	Nil	91.63	ditto.	
ASSAM.	Boda	Nil	ditto	ditto	ditto	64.08	ditto.	
	Tezporo	0.19	0.33	0.03	2.07	80.18	ditto.	
	Nowgonz	2.40	Not recd.	2.31	5.45	126.01	ditto	Not received 9th to 15th Oct.
	Mungledye	0.06	ditto	Nil	Not recd.	64.92	22nd Oct. 1871.	
	Burpettah	0.70	Nil	ditto	0.15	77.19	29th Oct. 1871	Not received 25th Sept. to 1st Oct.
	Gowhaty	Nil	ditto	ditto	0.95	56.02	ditto.	
	Seebangor	0.36	1.64	0.58	Not recd.	112.41	22nd Oct. 1871.	From 22nd February.
	Jorehaut	0.38	0.95	1.99	ditto	88.27	ditto	
	Golaghat	0.57	0.81	0.31	ditto	101.81	ditto.	3rd Sept. 1871.
	Nazeerah	1.30	2.38	0.77	ditto	105.88	29th Oct. 1871.	
	Debrooghur	0.77	2.88	0.10	ditto	103.52	ditto.	22nd Oct. 1871.
	Suddya	Not recd.	Not recd.	Not recd.	ditto	84.42	29th Oct. 1871.	
	Shillong	0.15	2.30	0.28	2.90	69.40	22nd Oct. 1871.	From 18th February.
	Cherrapunjee	0.03	2.33	0.03	Not recd.	305.02	ditto.	
	Jaowai	0.02	5.34	Nil	ditto	111.73	ditto.	Not received 2nd to 8th Oct.
	Sainougooding	Not recd.	3.08	0.75	ditto	54.59	ditto	

CALCUTTA,
The 4th November 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st October 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			H	Miles.	In.		
Oct.	22nd	29.891	88.3	76.4	144.5	81.7	75.5	71.2	0.71	N by E, N N E & E N E	...	155.6	...	...	Clear and cirri.
	23rd	867	87.5	77.5	145.0	81.2	76.4	73.0	.77	E N E, N E & E by S	...	115.5	0.03	...	Clear, cumuli and cirro-cumuli. Light rain at 4½ P.M.
	24th	827	78.0	72.7	...	74.6	73.5	72.7	.94	E by S & E S E	...	173.2	2.58	...	Overcast. Rain from 4 A.M. to 11 P.M.
	25th	691	74.5	71.5	...	72.7	71.8	71.1	.95	E, E by N & E N E	...	238.8	2.46	...	Overcast. Rain from midnight to 2 P.M., and at 5 and 11 P.M.
	26th	673	78.0	71.0	130.0	74.1	71.7	70.0	.88	N E & N W	...	378.4	...	...	Overcast and clear. Drizzled at midnight.
	27th	788	85.2	71.0	144.7	77.3	73.0	70.0	.79	N W & W N W	...	140.5	...	...	Clear and cirri.
	28th	821	86.0	73.0	143.0	78.9	74.8	71.9	.80	W N W & S W	...	90.4	...	○	Clear.
	29th	879	86.0	73.7	144.0	79.1	74.7	71.6	.79	S W	...	71.6	...	...	Chiefly clear. Foggy from 3 to 8 A.M., and 8 to 11 P.M.
	30th	887	85.0	73.5	143.0	78.7	73.3	69.5	.74	S W & W by S	...	42.5	...	...	Clear. Slightly foggy from midnight to 2 and 5 to 7 A.M.
	31st	890	85.8	71.8	142.7	78.3	72.1	67.8	.71	W by S & S E	...	47.3	...	...	Clear. Slightly foggy at 10 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	17.3
The max. temperature during the past ten days	...	88.3
The max. temperature during the corresponding period of the past year	...	91.0
The mean humidity during the past ten days	...	0.81
The mean humidity during the corresponding period of the past year	...	0.85
		Inches.
The total fall of rain from 22nd to 31st	{ by lower rain gauge	5.07
	{ by anemometer gauge	4.46
Ditto ditto average of seventeen previous years	...	1.69
Ditto between the 1st January and the 31st October	...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...	...	67.94

CALCUTTA,
The 3rd November 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of September 1871.
DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.										TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					
Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.		
		Rs.	Munds.					Rs.	Munds.					Rs.	Munds.									Rs.	Munds.									Rs.	Munds.
18	Paddy	2,249	4,498	...	32 0 0	112	Paddy	14,761	29,522	...	393 6 0	10	Firewood	335	2,684	...	14 6 0	86	Local	7,212	538	12,153	105 10 0	...	...	...	...	...	...	...	...	...	...	...	...
7	Jaggery	397	1,834	...	16 12 0	20	Rice	6,946	6,916	...	83 8 0	8	Stones	985	3,942	...	19 10 0	218	Through	1,164 06	2,020	84,840	757 14 10	...	...	...	...	...	...	...	...	...	...	...	...
6	Rice	1,450	1,450	...	7 4 0	10	Gram	1,842	1,842	...	23 14 0	2	Empty	...	382	...	2 2 0	30	Imm. works	1,320	247	4,761	36 2 0	...	...	...	...	...	...	...	...	...	...	...	...
3	Salt	105	526	...	5 0 0	10	Passenger	...	3,553	...	52 6 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Gram	3,041	3,041	...	17 6 0	8	Liquor, &c.	47,160	2,358	...	34 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	Empty	3,713	3,713	...	27 4 0	6	Spices	14,400	2,892	...	42 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	3	Clothes	3,000	150	...	2 4 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	3	Tobacco	1,310	161	...	1 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	2	Mustard seeds	350	1,750	...	25 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	2	Hides	27,240	2,724	...	39 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1	Jingelly seeds	97	888	...	5 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	48	Empty	...	5,274	...	53 10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
86	...	7,212	15,093	538	12,153	105 10 0	218	1,16,498	56,562	2,020	84,840	757 14 10	20	1,320	6,908	247	4,761 36 2 0	234	...	1,21,898	2,805	101,757	899 10 10	...	...	...	...	...	...	...	...	...	...	...	...

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Talundah Canal during the month of September 1871.

LENGTH OF CANAL OPEN, 14 MILES.

LOCAL TRAFFIC.					STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT.					REMARKS.			
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.		Tonnage.	Ton mileage.	
			Maunds.	Tons.					Maunds.	Tons.								
4	Paddy	Rs. As. P.	1,716½	...	Rs. As. P.	29	Rubble	343 0 0	12,434	...	31 1 4	161	Irtn. works	8,439	3,481	37,303	243 11 4	The tonnage shown is that of the boats and not of the cargo.
3	Fuel	530 0 0	986½	...	4 4 8	33	Laterite	815 0 0	41,414	...	103 8 7	15	Local	578	130	482	9 3 5	
7	Empty	48 0 0	935½	...	2 5 4	6	Lime	99 0 0	5,763	...	14 6 6	...	...	...	...	...	...
1	Damurage for half day, 4 annas per day.	...	...	...	0 2 0	4	Cill	153 0 0	1,912½	...	4 12 6	...	...	...	...	...	...
...	...	...	...	...	...	3	Lock gates	6,000 0 0	1,738½	...	4 5 6	...	...	...	...	...	...
...	...	...	...	...	...	3	Sand cut stone	90 0 0	1,313	...	3 4 6	...	...	...	...	...	...
...	...	...	...	...	...	2	Stone shoots	48 0 0	694	...	1 11 9	...	...	...	...	...	...
...	...	...	...	...	...	82	Empty	...	32,917½	...	80 8 8	...	...	...	...	...	...
15		578 0 0	3,638	130	482	9 3 5		8,439 0 0	97,480	3,481	243 11 4	176		9,017	3,611	37,785	252 14 9	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Machgong Canal during the month of September 1871.

LENGTH OF CANAL OPEN, 15 MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					REMARKS.
Number of boats or rafts.	Nature of cargo.	Ap-proxi-mate value of cargo.	TONNAGE.		Ton mile-age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile-age.	Tollage.			
			Maunds.	Tons.											
2	Laterite	Rs. 22	675	...	...	Rs. As. P. 1 11 0	4	Irrgn. works.	Rs. As. P. 22 0 0	36	180	Rs. As. P. 2 8 0	
2	Empty	...	337	...	...	0 13 0	...		.....	...	...	.....
4		22	1,012	36	180	2 8 0	4		22 0 0	36	180	2 8 0			

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgellee Tidal Canal during the month of September 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.					STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate weight of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.	REMARKS.
				Maunds.	Tons.									
415	Paddy	45,024	35,783	88,890			Rs. As. P.	1	Machinery	...	...	...	Rs. As. P.	
24	Rice	3,385	5,310	7,250				1	Chain	...	...	...	5 2 0	
11	Firewood	860	233	1,925				1	Lime	...	...	...	1,664 8 9	
1	Beans	90	70	150				2	Empty	...	...	...	...
10	Timber, No. 244	1,078	2,363	825				...	...	...	...	...	...
6	Straw	686	60	1,155				...	...	...	...	...	...
4	Tanerind	170	170	280				...	...	...	...	...	...
1	Mustard	16	48	50				...	...	...	...	...	...
6	Vegetable	554	39	225				...	...	...	...	...	...
27	Passengers, No. 142	...	...	2,185				...	...	...	...	...	...
538	Empty	...	...	47,019				...	...	...	...	...	...
68	Tobacco	4,350	33,084	16,500				...	...	...	...	...	...
2	Skins	40	650	190				...	...	...	...	...	...
20	Betel	207	582	1,105				...	...	...	...	...	...
1	Furniture	45	60	75				...	...	...	...	...	...
15	Pottery	202	193	1,975				...	...	...	...	...	...
2	Jute	24	57	105				...	...	...	...	...	...
4	Jaggery	185	525	385				...	...	...	...	...	...
4	Sugar-candy	320	3,900	1,325				...	...	...	...	...	...
4	Thread	49	2,300	375				...	...	...	...	...	...
10	Mats	1,400	6,000	3,250				...	...	...	...	...	...
3	Baskets	100	85	350				...	...	...	...	...	...
4	Shooting	1,050	80	1,600				...	...	...	...	...	...
2	Kus fruit	35	11	350				...	...	...	...	...	...
1	Sand	200	16	350				...	...	...	...	...	...
1	Koomba stick	165	22	275				...	...	...	...	...	...
34	Salt	6,825	27,300	14,500				...	...	...	...	...	...
11	Corn	900	2,715	1,840				...	...	...	...	...	...
2	Water	288	480	480				...	...	...	...	...	...
2	Cotton	100	2,900	400				...	...	...	...	...	...
2	Sugar	200	700	675				...	...	...	...	...	...
3	Iron	825	1,400	1,375				...	...	...	...	...	...
2	Clothes	15	1,200	175				...	...	...	...	...	...
3	Oil cake	60	60	180				...	...	...	...	...	...
1	Mango	48	20	80				...	...	...	...	...	...
1	Bricks	90	10	160				...	...	...	...	...	...
5	Nut	571	1,650	1,090				...	...	...	...	...	...
1,250		70,145	1,30,832	1,93,799	6,921	1,79,956	1,664 8 9	5		1,31,022	6,937	1,80,378	1,669 10 9	

N.B.—The tonnage shown above is that of the boats and not of the cargo.

CALCUTTA,
The 7th November 1871.G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., and Jt.-Secy., P. W. D., Irrigation Branch, Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 7th October 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.				
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	92,666	1,14,627 6 0	10,507 10 2	416,718 20	2,40,014 5 0	22,551 6 3	33,058 16 5		
Or per mile of railway ...	.....	89 8 10	8 4 1	.....	192 3 2	17 12 5	25 16 6
For previous 13 weeks of half year	1,164,493	13,48,825 6 0	123,642 6 7	5,206,090 0	30,58,266 11 3	280,341 2 3	406,983 8 10		
Total for 14 weeks ...	1,257,159	14,63,452 12 0	134,149 16 9	5,622,808 20	33,04,281 0 3	302,892 8 6	437,042 5 3		
COMPARISON.									
Total for corresponding week of previous year ...	87,354½	1,27,018 1 3	11,643 6 5	373,127 10	3,06,400 1 1	28,086 13 6	39,729 10 11		
Per mile of railway corresponding week of previous year ...	.....	112 4 1	10 5 10	.....	270 12 8	24 16 5	35 2 3
Total to corresponding date of previous year ...	12,74,008	16,58,731 10 2	152,050 8 0	6,590,332 0	46,87,871 4 9	429,721 10 9	581,771 18 9		

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 7th October 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,175	7,639 13 7	700 6 5	44,378 30	10,964 7 9	1,005 1 6	1,705 7 11
Or per mile of railway ...	.....	34 4 2	3 2 10	.....	49 2 8	4 10 1	7 12 11
For previous 13 weeks of half-year...	45,123½	1,07,743 10 0	9,876 10 0	457,667 10	1,18,109 4 0	10,826 13 7	20,705 3 7
Total for 14 weeks ...	48,298½	1,15,383 7 7	10,576 16 5	502,046 0	1,29,073 11 9	11,831 15 1	22,408 11 6
COMPARISON.							
Total for corresponding week of previous year ...	3,884½	10,572 13 7	969 3 7	28,652 30	8,751 2 2	802 3 8	1,271 7 3
Per mile of railway corresponding week of previous year ...	.....	47 6 7	4 6 11	.....	39 3 11	3 1 11	7 18 10
Total to corresponding date of previous year ...	46,340	1,20,558 3 3	11,051 3 4	247,734 10	76,605 12 9	7,022 3 11	18,073 7 5

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 7th October 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	21,781½	11,322 15 0	1,037 18 9	17,564 28½	4,866 2 3	446 1 3	1,484 0 6
Or per mile of railway ...	139	72 5 7	6 12 8	112 0	31 1 6	2 17 0	9 9 2
For previous 14 weeks of half-year	341,677	1,72,192 3 1	15,776 0 8	1,146,442 5½	4,16,636 15 6	38,195 5 11	53,972 6 7
Total for 15 weeks ...	363,458½	1,83,425 2 1	16,813 19 5	1,164,006 3¼	4,21,553 1 9	38,642 7 2	55,456 6 7
COMPARISON.							
Total for corresponding week of previous year ...	25,450	11,880 2 6	1,089 0 3	1,71,960 3	44,084 7 7	4,041 1 7	5,130 1 10
Per mile of railway corresponding week of previous year ...	235	164 14 5	9 12 4	1,518 0	389 4 3	35 13 8	43 6 0
Total to corresponding date of previous year ...	352,402	1,79,203 2 9	16,426 19 4	1,674,288 39	3,66,611 7 4	33,606 1 1	50,983 0 5

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 7th October 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,864	689 2 6	66 18 4	14,388 0	439 14 3	43 19 9	110 18 1
Or per mile of railway ...	138	23 14 5	2 7 10	514 0	15 11 4	1 11 5	3 19 3
For previous weeks of half-year ...	.....	.....	.....	.....	.....	.....	.....
Total for 1 week ...	3,864	689 2 6	66 18 4	14,388 0	439 14 3	43 19 9	110 18 1
COMPARISON.							
Total for one day of previous year ...	836	159 4 9	15 18 7	3,864 20	135 14 0	13 11 9	29 10 4
Per mile of railway corresponding week of previous year ...	30	5 11 0	0 11 5	138 0	4 13 8	0 9 8	1 1 1
Total to corresponding date of previous year ...	836	159 4 9	15 18 7	3,864 20	135 14 0	13 11 9	29 10 4

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 14th October 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. S.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	93,560	1,27,057 13 9	11,701 19 4	405,733 10	2,92,594 14 6	26,821 4 0	38,523 3 4
Or per mile of railway	.....	99 11 9	9 2 10	.....	228 9 5	20 19 1	30 1 11
For previous 14 weeks of half-year	1,237,159	14,63,462 12 0	1,24,149 16 9	5,622,898 20	33,04,281 0 3	302,892 8 6	437,042 5 3
Total for 15 weeks	1,350,719	15,91,110 9 9	1,45,851 16 1	6,118,541 30	35,96,875 14 3	329,713 12 6	475,565 8 7
COMPARISON.							
Total for corresponding week of previous year	95,443	1,47,235 4 11	13,496 11 5	346,383 30	2,28,855 7 6	29,978 8 4	34,474 19 0
Per mile of railway corresponding week of previous year	.....	130 2 0	11 18 7	.....	202 4 1	18 10 9	50 9 4
Total to corresponding date of previous year	1,369,451	18,05,963 15 1	1,65,546 19 5	6,936,715 30	49,16,726 12 3	450,099 19 1	616,246 18 6

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 14th October 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,899	9,898 12 10	901 17 9	47,422 30	13,848 14 3	1,269 9 8	2,171 7 5
Or per mile of railway	.....	44 1 11	4 0 11	.....	62 1 8	5 13 10	9 14 9
For previous 14 weeks of half-year	48,298½	1,15,383 7 7	10,576 16 5	502,046 0	1,29,073 11 9	11,831 15 1	22,408 11 6
Total for 15 weeks	51,697½	1,25,222 4 5	11,478 14 2	549,468 30	1,42,922 10 0	13,101 4 9	24,579 18 11
COMPARISON.							
Total for corresponding week of previous year	3,899	10,900 14 2	999 5 0	37,640 30	12,558 5 11	1,151 3 9	2,159 8 9
Per mile of railway corresponding week of previous year	.....	48 14 1	4 9 7	.....	56 5 1	5 3 3	9 12 10
Total to corresponding date of previous year	50,239	1,31,450 1 5	12,050 8 4	285,375 0	89,164 2 8	8,173 7 8	20,223 16 0

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 14th October 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	24,175	13,451 6 9	1,233 1 0	8,314 10	624 1 7	57 4 2	1,290 5 2
Or per mile of railway	154	85 15 3	7 17 7	53 0	3 15 10	0 7 4	8 4 11
For previous 15 weeks of half-year	363,458½	1,83,425 2 1	16,513 19 5	1,164,006 34	4,21,453 1 9	38,642 7 2	55,456 6 7
Total for 16 weeks	387,633½	1,96,876 8 10	18,047 0 5	1,172,321 4	4,22,077 3 4	38,699 11 4	56,746 11 9
COMPARISON.							
Total for corresponding week of previous year	26,410½	13,236 4 9	1,213 6 7	90,909 4	23,919 1 10	2,192 11 8	3,405 18 3
Per mile of railway corresponding week of previous year	233	116 14 0	10 14 3	803 0	211 3 4	19 7 3	30 1 6
Total to corresponding date of previous year	378,831½	1,92,439 7 6	17,640 5 11	1,765,198 3	3,90,530 9 2	35,798 12 9	53,438 18 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 14th October 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,923½	650 10 9	65 13 4	15,462 20	461 11 9	46 3 6	111 16 10
Or per mile of railway	140	23 7 3	2 6 11	552 0	16 7 10	1 13 0	3 19 11
For previous 1 week of half-year	3,894	669 2 6	66 18 4	14,388 0	439 14 3	43 19 9	110 18 1
Total for 2 weeks	7,787½	1,325 13 3	132 11 8	29,850 20	901 10 0	90 3 3	222 14 11
COMPARISON.							
Total for corresponding week of previous year	4,360½	857 0 0	85 14 0	11,532 0	367 11 3	36 15 5	122 9 5
Per mile of railway corresponding week of previous year	156	30 9 9	3 1 3	412 0	13 2 1	1 6 3	4 7 6
Total to corresponding date of previous year	5,196½	1,016 4 9	101 12 7	15,396 20	503 9 3	50 7 2	151 19 9

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 21st October 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried.		Receipts.		
		Rs. As. P.	£ s. d.	Mds.	Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	112,193	1,55,306 8 1	14,236 8 7	401,945	20	2,80,255 0 3	25,690 0 10	39,926 9 5
Or per mile of railway ...	.....	121 5 4	11 2 5	.....	.....	218 15 2	20 1 5	31 3 10
For previous 15 weeks of half-year	1,350,719	15,91,110 9 9	145,851 16 1	6,118,541	30	35,96,875 14 3	329,713 12 6	475,565 8 7
Total for 16 weeks ...	1,462,912	17,46,417 1 10	160,088 4 8	6,609,587	10	38,77,130 14 6	355,403 13 4	515,401 18 0
COMPARISON.								
Total for corresponding week of previous year ...	96,527½	1,44,310 7 9	13,228 9 3	400,034	10	3,32,876 9 9	30,513 13 9	43,742 3 0
Per mile of railway corresponding week of previous year ...	.....	127 8 7	11 13 10	.....	.....	294 3 1	26 19 4	38 15 2
Total to corresponding date of previous year ...	1,462,978½	19,50,277 6 10	178,775 8 8	7,426,750	0	52,40,603 6 0	481,213 12 10	650,989 1 6

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 21st October 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,882	9,904 14 1	907 18 11	40,041 0	14,400 6 6	1,320 17 4	2,228 16 3
Or per mile of railway ...	...	44 6 8	4 1 5	...	64 9 10	5 18 6	9 19 11
For previous 15 weeks of half-year	51,607½	1,25,232 4 5	11,478 14 2	549,468 30	1,42,923 10 0	13,101 4 9	24,579 18 11
Total for 16 weeks ...	55,579½	1,35,127 2 6	12,386 13 1	589,509 30	1,57,332 6 6	14,422 2 1	26,808 15 2
COMPARISON.							
Total for corresponding week of previous year ...	4,640½	13,597 5 5	1,246 8 5	24,103 30	8,823 6 5	808 16 3	2,055 4 8
Per mile of railway corresponding week of previous year ...	...	60 15 7	5 11 9	...	39 9 1	3 12 7	9 4 4
Total to corresponding date of previous year ...	54,879½	1,45,056 6 10	13,296 16 9	309,569 30	97,987 9 1	8,982 3 11	22,279 0 8

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 21st October 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	28,817	17,512 4 8	1,605 5 11	6,025 1	1,586 14 11	145 9 4	1,750 15 3
Or per mile of railway ...	184	111 14 5	10 5 2	39 0	10 2 3	0 18 7	11 3 9
For previous 16 weeks of half-year	387,633½	1,06,876 8 10	18,047 0 5	1,172,321 4	4,22,077 3 4	38,699 11 4	56,746 11 9
Total for 17 weeks ...	416,450½	2,14,388 13 6	19,652 6 4	1,178,347 5	4,23,684 2 3	38,845 0 8	58,497 7 0
COMPARISON.							
Total for corresponding week of previous year ...	23,358	13,952 14 0	1,279 0 3	103,528 30	24,820 13 3	2,275 4 10	3,554 5 1
Per mile of railway corresponding week of previous year ...	206	123 3 3	11 5 10	914 0	219 2 9	20 1 10	31 7 8
Total to corresponding date of previous year ...	402,239½	2,06,392 5 6	18,919 6 2	1,868,726 33	4,15,551 6 5	38,073 17 7	56,963 3 9

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 21st October 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,090	761 10 0	76 3 3	15,889 0	498 2 9	49 16 4	125 19 7
Or per mile of railway ...	146	27 3 3	2 14 5	567 0	17 12 8	1 15 7	4 10 0
For previous 2 weeks of half-year	7,787½	1,325 13 3	132 11 8	29,850 20	901 10 0	90 3 3	222 14 11
Total for 3 weeks ...	11,877½	2,087 7 3	208 14 11	45,739 20	1,399 12 9	139 19 7	348 14 0
COMPARISON.							
Total for corresponding week of previous year ...	4,027	906 15 6	90 13 11	12,208 0	394 8 0	39 9 0	130 2 11
Per mile of railway corresponding week of previous year ...	165	32 6 3	3 4 10	436 0	14 1 5	1 8 2	4 13 0
Total to corresponding date of previous year ...	9,823½	1,923 4 3	192 6 6	27,904 20	898 1 3	89 16 2	262 2 8

No. 46

of 1871



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, NOVEMBER 15, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Rainfall, Weather and State and Prospects of the Crops.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 11th November 1871.

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	Nov. 11th	0	Favorable	Good on the whole, but a little more rain is wanted.	
2	Monghyr	" 11th	0	Very good	Good.	
3	Purneah	Oct. 28th	0	Hot	Rice promising; cold weather crops sown.	Fever has broken out in some places.
4	Rajmehal	Nov. 11th	0	Fair and cool	Want of rain continues to be felt.	Fever still prevailing.
5	Deoghur	" 11th	0	Fair and hot	Rice suffering from want of rain.	
6	Nya Doomka	" 11th	0	Hot	Outturn of rice not good; cold weather crops gloomy from want of rain.	
7	Godda	" 11th	0	Dry	Good	Cholera and fever very prevalent.
8	Pakour.	" 11th	0	Seasonable	Satisfactory.	
9	Jamtara	" 11th	0	Dry and fine	Rice good; cold weather crops promising.	
10	Patna	" 11th	0	Dry	Rice ripening. A little more rain necessary for the cold weather crops.	
11	Gya	" 11th	0	Cool mornings and evenings. Fair.	Rice good; cold weather crops being sown.	
12	Chumparun	" 11th	0	Fine and seasonable.	Cold weather crops are improving; the remaining rice is nearly ripe.	
13	Sarun	" 11th	0	Dry and fine	Rice promising; cold weather crops being sown.	
14	Shahabad	" 11th	0	Fine	All crops promising well.	
15	Tirhoot	" 11th	0	Cool	Flourishing.	
16	Rajshahye	" 9th	0	Good	Excellent.	
17	Bogra	" 3rd	0	Clear and fine	Generally good, but high from want of rain.	
18	Dinagepore	" 11th	0	Fair	Good.	
19	Maldah	" 11th	0	Fine	Generally favorable	Many cattle dying.
20	Moorshedabad	" 11th	0	Fine & seasonable	Good.	
21	Pubna	" 7th	0	Fair and cool	Good, but a little more rain is wanted in some parts.	
22	Rungpore	" 11th	0	Fair	Favorable.	
23	Burdwan	" 11th	0	Cool	Want of rain continues to be felt.	
24	Bancoorah	" 11th	0	Fine	Good, but a full crop is not expected.	
25	Beerbhoom	" 11th	0	Clear	The flood-surviving rice is very good; it is getting ripe.	
26	Hooghly	" 11th	0	Favorable	Satisfactory.	
27	Howrah	" 11th	0	Dry and cool	Very good.	
28	Midnapore	" 10th	0	Dry and sunny	Cold weather crops sown on less land owing to want of cattle and late subsidence of the floods, but the crops are doing well.	Fever prevailing at Krishnagur and some other places. Cattle disease doing much mischief.
29	Nuddea	" 11th	0	Fine	Rice, where not destroyed by the floods, is good. Cold weather crops progressing favorably.	
30	Jessore	" 10th	0	Fair	Good.	
31	24-Pergunnahs	" 11th	0	Fair	Good.	
32	Dacca	" 10th	0	Fair	Good.	
33	Backergunge	" 11th	0	Sunny	Favorable.	
34	Furreedpore	" 11th	0	Cool and pleasant	Excellent.	
35	Mymensingh	" 3rd	0	Fair	Good.	
36	Sylhet	" 4th	0	Cool at morning and evening, and hot during the day.	Good.	
37	Cachar	" 4th	0	Fair	Very good.	
38	Chittagong	" 3rd	0	Fine	Generally favorable.	
39	Noakhally or Bulloah.	" 3rd	0	Fair	Good.	
40	Tipperah	" 10th	0	Fine	Good.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, NOVEMBER 15, 1871. 733

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
41	Hill Tracts of Chit-tagong.	Nov. 4th	0	Fair	... Good.	
42	Cuttack	" 11th	0	Fair	... Crops being reaped.	
43	Balasore	" 11th	0	Seasonable	... Excellent; rice nearly ripe.	
44	Pooree	" 3rd	0	Fine and cool	... Generally fair, though in some places rice has totally been destroyed.	Prices of rice rising owing to large purchases by Dakhan merchants.
45	Hazareebaugh	" 11th	0	Dry	... Favorable on the whole, but more rain wanted in some places.	
46	Lohardugga	" 10th	0	Fine	... Good. More rain necessary for cold weather crops, in Palamow especially.	
47	Maunbhoom	" 11th	0	Fine	... Rice much injured; cold weather crops do not promise well.	
48	Singbhoom	" 3rd	0	Seasonable	... Very favorable; in some places more rain is necessary.	
49	Durrung	Oct. 27th	2.1	Rain and sun	... Good; rain has been beneficial.	
50	Nowgong	Nov. 3rd	0.4	Cloudy	... Good	
51	Seesaugor	" 4th	0.9	cool and healthy.	un-Satisfactory	
52	Kamroop	" 4th	0	Dry	... Favorable.	
53	Luckimpore	" 4th	*	Cool	... Satisfactory.	... *No information.
54	Khasi and Jynteah Hills.	" 3rd	0	Very fine	... Good.	
55	Naga Hills	Oct. 28th	2.4	High wind, rain, thunder, and lightning, cold and wet.	... All sorts of rice being cut; a few days' dry weather necessary to bring the cotton crop to maturity.	
56	Julpigoree	Nov. 10th	0	Fair	... Fair, but more rain required.	
57	Gowalparah.	" 4th	0.2	Fair	... Cotton very good.	
58	Garohills	" 11th	0.2	Fair and healthy.	... Favorable.	
59	Darjeeling	" 4th	0	Seasonable	... Fair.	
60	Cooch Behar					

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 14th November 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 23rd Oct. to 29th Oct. 1871.	Rainfall from 30th Oct. to 5th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0.10	Nil	56.28	5th Nov. 1871.	
	False Point Jail ...	0.18	ditto	50.23	ditto.	
	Jajipore ...	7.55	Not received	60.00	29th Oct. 1871.	
	Kendraparah ...	Not received	ditto	83.72	8th Oct. 1871.	
	Jugutsingapore ...	ditto	ditto	44.30	ditto.	
	Sumbulpore ...	ditto	ditto	47.93	ditto.	
	Balasore ...	ditto	ditto	41.76	22nd Oct. 1871.	
	Bhuddruck ...	4.40	Nil	63.86	5th Nov. 1871.	
	Pooroo ...	0.75	ditto	52.98	ditto.	
CHOTA NAGPORE.	Khordah ...	1.18	ditto	55.32	ditto.	
		0.70	Not received	56.42	29th Oct. 1871.	
	Hazareebaugh ...	0.06	Nil	55.66	5th Nov. 1871.	
	Borhee ...	Nil	Not received	49.02	29th Oct. 1871.	
	Pachamba ...	0.09	Nil	57.32	5th Nov. 1871.	
	Ranchee ...	Nil	ditto	61.43	ditto.	
	Palamow ...	ditto	Not received	51.56	29th Oct. 1871.	
	Parulia ...	0.14	Nil	61.20	5th Nov. 1871.	
	Gobindpore ...	0.07	ditto	53.91	ditto.	From 12th June.
PATNA.	Chyebassa ...	0.69	ditto	58.42	ditto.	
	Patna ...	0.12	ditto	59.32	ditto.	
	Behar ...	Nil	Not received	54.22	29th Oct. 1871.	
	Barh ...	0.23	ditto	37.64	ditto.	
	Dinapore ...	0.31	Nil	58.08	5th Nov. 1871.	
	Gya ...	0.04	Not received	47.97	29th Oct. 1871.	
	Sherghotty ...	Nil	Nil	46.17	5th Nov. 1871.	Not received 16th to 22nd Oct.
	Nowadah ...	ditto	ditto	53.90	ditto.	Not received 2nd to 8th Oct.
	Arungabad ...	ditto	ditto	39.33	ditto.	
BRAHMAPUTRA.	Chumparan ...	Not received	Not received	59.53	8th Oct. 1871.	
	Bettiah ...	ditto	ditto	61.93	ditto.	
	Chuprah ...	0.85	Nil	75.67	5th Nov. 1871.	From 5th June.
	Sewan ...	Nil	ditto	83.61	ditto.	
	Mozufferpore ...	0.33	ditto	76.62	ditto.	
	Durbhangah ...	1.16	ditto	78.70	ditto.	
	Seetamarree ...	Not received	Not received	63.89	8th Oct. 1871.	Not received 9th to 22nd Oct.
	Tajpore ...	Nil	Nil	52.98	5th Nov. 1871.	Not recorded 6th to 19th March
	Mudhubani ...	ditto	ditto	60.61	ditto.	From 1st April, and not received 16th to 22nd Oct.
RAJSHAHY.	Hajipore ...	0.48	ditto	50.92	ditto.	From 22nd May.
	Arrah ...	0.10	ditto	60.89	ditto.	
	Buxar ...	0.30	Not received	72.48	29th Oct. 1871.	
	Sasseram ...	Nil	ditto	52.55	ditto.	
	Bhubhooh ...	ditto	Nil	61.37	5th Nov. 1871.	
	Benares ...	ditto	ditto	55.13	ditto.	
	Bhaugulpore ...	Not received	Not received	37.62	8th Oct. 1871.	
	Mudheypoorah ...	0.10	ditto	56.23	29th Oct. 1871.	
	Banka ...	Nil	Nil	49.24	5th Nov. 1871.	
BURDWAN.	Soopool ...	0.03	ditto	32.29	ditto.	From 14th August.
	Monghyr ...	Nil	ditto	58.02	ditto.	
	Jamooie ...	ditto	Not received	47.37	29th Oct. 1871.	
	Begoesari ...	Not received	ditto	41.39	8th Oct. 1871.	
	Deoghur ...	Nil	Nil	56.52	5th Nov. 1871.	
	Jamtara ...	ditto	ditto	62.53	ditto.	From 13th February.
	Rajmehal ...	ditto	ditto	73.50	ditto.	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	Not received	Not received	48.19	8th Oct. 1871.	From 21st May.
	Purneah ...	Nil	Nil	80.33	5th Nov. 1871.	
RAJSHAHY.	Kishengunge ...	0.25	Not received	65.82	29th Oct. 1871.	From 13th June.
	Arraria ...	Not received	ditto	77.06	1st Oct. 1871.	From 26th June.
	Rampore Beanleah ...	Nil	Nil	72.51	5th Nov. 1871.	
	Nattere ...	1.30	ditto	85.16	ditto.	
	Bograh ...	0.02	ditto	92.99	ditto.	
	Dinapore ...	0.02	ditto	70.41	ditto.	
	Maldah ...	0.25	ditto	61.69	ditto.	
	Berhampore ...	Nil	ditto	59.07	ditto.	
	Jungipore ...	ditto	ditto	63.15	ditto.	
BURDWAN.	Lalbagh ...	0.04	ditto	62.49	ditto.	
	Jamookandi ...	Nil	Not received	64.86	29th Oct. 1871.	From 16th January.
	Pubna ...	0.35	Nil	71.52	5th Nov. 1871.	From 17th April, and not received 18th to 24th Sept.
	Serajgunge ...	2.70	ditto	76.96	ditto.	
	Rangpore ...	Nil	ditto	94.15	ditto.	
	Bhowanigunge ...	ditto	ditto	67.31	ditto.	From 22nd January.
	Titalya ...	0.29	ditto	81.48	ditto.	
	Burdwan ...	0.46	ditto	68.35	ditto.	
	Culna ...	0.58	ditto	69.72	ditto.	
BURDWAN.	Bood-Bood ...	1.00	Not received	64.21	29th Oct. 1871.	Not received 16th to 22nd Oct.
	Bancoorah ...	0.30	ditto	65.20	ditto.	Didto.
	Raneegunge ...	0.62	Nil	61.40	5th Nov. 1871.	
	Sooree ...	0.18	ditto	54.88	ditto.	
	Hooghly ...	1.04	ditto	61.61	ditto.	
	Serampore ...	2.30	ditto	76.99	ditto.	
	Jehanabad ...	3.07	ditto	55.41	ditto.	
	Howrah ...	Not received	Not received	66.66	15th Oct. 1871.	From 20th March.
	Midnapore ...	4.51	Nil	93.36	5th Nov. 1871.	From 21st April.
BURDWAN.	Contai { Dy. Collr.'s Office ...	3.16	ditto	72.02	ditto.	
	Gurbetta { Engr.'s Office ...	17.80	ditto	87.15	ditto.	
	Tumlook ...	0.42	Not received	100.62	29th Oct. 1871.	Not received 16th to 22nd Oct.
		8.30	Nil	62.05	5th Nov. 1871.	From 6th February.
			ditto	70.78	ditto.	

SUPPLEMENT TO THE CALCUTTA GAZETTE, NOVEMBER 15, 1871. 735

DIVISIONS.	Stations.	Rainfall from 23rd Oct. to 30th Oct. 1871.	Rainfall from 30th Oct. to 6th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	1'02	Not received	60'55	29th Oct. 1871.	
	Bongong	2'62	ditto	75'11	ditto	Not received 16th to 22nd Oct.
	Rahaghat	Not received	ditto	54'12	8th Oct. 1871.	
	Meherpore	1'58	ditto	63'21	29th Oct. 1871.	
	Chondangah	1'60	ditto	61'35	ditto.	
	Kooshtea	0'62	ditto	81'35	ditto.	
	Jessore	2'39	Nil	83'10	5th Nov. 1871.	
	Khoolnah	2'59	ditto	79'65	ditto	From 16th February.
	Jenidah	Not received	Not received	82'96	8th Oct. 1871	From 6th March.
	Nurail	ditto	ditto	58'26	ditto	From 3rd April.
	Magoorah	ditto	ditto	87'71	ditto	ditto.
	Bagurhant	ditto	ditto	76'82	ditto	ditto.
	Saugor Island	18'10	Nil	109'70	5th Nov. 1871.	
	Calcutta	5'07	ditto	93'31	ditto.	
	Alipore { Jail	5'21	ditto	97'63	ditto.	
	{ Hospital...	5'11	Not received	96'39	29th Oct. 1871.	
	Barrackpore	Not received	ditto	84'52	1st Oct. 1871.	
	Dum-Dum	4'57	ditto	70'51	29th Oct. 1871.	
	Baraset	3'27	ditto	69'26	ditto	Not received 2nd to 8th and 16th to 22nd Oct.
	Satkherah	3'78	ditto	73'78	ditto	Not received 2nd to 8th October.
DACCA.	Busseerhant	Not received	ditto	74'56	15th Oct. 1871.	
	Diamond Harbour	9'89	ditto	89'99	29th Oct. 1871	Not received 25th Sept. to 8th Oct.
	Barripore	8'20	ditto	93'80	ditto	Not received 2nd to 8th and 16th to 22nd Oct.
	Dacca { Telegraph Office	2'86	Nil	86'74	5th Nov. 1871	
	{ Jail	2'30	ditto	81'90	ditto.	
	Burrisaul	5'52	ditto	93'04	ditto.	
	Dowlat Khan	9'95	ditto	113'28	ditto	Not received 25th Sept. to 8th Oct.
	Perozepore	4'15	ditto	92'45	ditto.	
	Madaripore	1'70	ditto	79'70	ditto.	
	Furzedpore	1'35	ditto	92'16	ditto.	
	Goalundo	1'40	ditto	59'33	ditto	From 5th June.
	Mymensing	1'38	Not received	111'04	29th Oct. 1871.	
	Jamalpore	0'24	ditto	78'09	ditto.	
	Atteah	2'85	Nil	103'65	5th Nov. 1871.	
	Kishoregunge	3'29	ditto	117'71	ditto.	
CHITTAGONG.	Sylhet	5'95	Not received	144'09	29th Oct. 1871.	
	Cachar	2'27	ditto	91'37	ditto.	
	Hylakandy	2'24	ditto.	92'25	ditto.	
	Koyah	2'07	ditto	103'63	ditto.	
	Chittagong { Telegraph Office	6'00	Nil	102'78	5th Nov. 1871.	
	{ Jail	5'86	ditto	107'17	ditto.	
	Cox's Bazar	4'94	Not received	163'60	29th Oct. 1871.	
	Rangamatee Hill	5'70	ditto	98'78	ditto.	
	Noakhally	12'15	Nil	132'83	5th Nov. 1871.	
	Tipperah	4'50	ditto	97'43	ditto.	
COOCH BEHAR.	Brahmanbariah	5'20	Not received	111'32	29th Oct. 1871.	
	Akyab	9'30	Nil	199'30	5th Nov. 1871.	
	Cooch Behar	0'21	Not received	12'24	29th Oct. 1871	From 22nd September.
	Buxa	Nil	1'90	166'49	5th Nov. 1871.	
	Goalparah	0'44	Not received	85'09	29th Oct. 1871.	
	Dhoobree	Nil	6'40	67'53	5th Nov. 1871	Not recorded 27th Feb. to 5th Mar.
	Tura (Garó Hills)	0'86	Not received	107'54	29th Oct. 1871.	
	Darjeeling { Telegraph Office	Not received	ditto	124'39	15th Oct. 1871.	
	{ Jail	0'28	ditto	116'46	5th Nov. 1871.	
	Rungbee	Not received	Not received	190'51	30th Sept. 1871.	
ASSAM.	Falacottah	ditto	ditto	43'97	6th Aug. 1871	Not recorded since 6th August.
	Julpigooree	Nil	0'23	91'86	5th Nov. 1871.	
	Boda	ditto	Not received	64'08	29th Oct. 1871.	
	Tezporé	2'07	ditto	80'18	ditto.	
	Nowgong	5'45	ditto	126'01	ditto	Not received 9th to 15th Oct.
	Mungledye	1'47	ditto	66'41	ditto	From 30th Jan.
	Burpettah	0'15	ditto	77'19	ditto	Not received 25th Sept. to 1st Oct.
	Gowhattý	0'96	Nil	56'02	5th Nov. 1871.	
	Seebasangor	2'54	Not received	114'95	29th Oct. 1871.	
	Jorehaut	2'69	ditto	90'76	ditto	From 22nd February.
	Golaghat	3'77	ditto	105'58	ditto.	
	Nazeerah	2'75	ditto	108'63	ditto.	
	Debrooghur	Not received	ditto	103'52	22nd Oct. 1871.	
	Suddya	ditto	ditto	84'42	3rd Sept. 1871.	
	Shillong	2'90	ditto	69'40	29th Oct. 1871.	
	Cherrapunjee	8'63	ditto	313'65	ditto	From 18th February.
	Jaowai	8'87	ditto	120'60	ditto.	
	Samooogoodting	2'43	ditto	57'02	ditto	Not received 2nd to 8th Oct.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 11th November 1871.

Meteorological Telegraphic Report for the period 5th to 11th November 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Nov.											
	5th	10	30.044	30.082	79°	70.6	63	W by S	...	...	C	
	16	29.921	29.939	84.6	68.5	40	W by S	...	...	...	C	
	6th	10	30.000	30.078	81.0	73.0	66	W N W	...	...	C	
	16	29.927	29.945	83.5	72.3	55	N by E	...	...	...	C	
	7th	10	30.015	30.038	79.5	72.4	69	N N E	...	...	C	
	16	29.905	29.923	82.1	73.0	63	N W	...	...	...	C	
	8th	10	30.022	30.040	78.6	73.0	73	N W	...	...	C	
	16	29.872	29.890	83.0	72.6	60	N by W	...	...	...	C, CS	
	9th	10	30.006	30.024	80.5	73.4	70	N by W	...	...	...	b
	16	29.873	29.891	83.5	71.1	51	N	...	...	...	CS	
	10th	10	30.004	30.022	79.7	71.5	64	N	...	...	K	b
SAUGOR ISLAND.	16	29.870	29.888	83.0	71.5	54	N by W	...	...	...	...	b
	10	29.980	29.998	78.8	71.6	67	N by W	...	...	...	...	b
	16	29.846	29.864	82.3	70.0	50	N N W	...	...	...	...	b
	5th	10	30.047	30.053	81	74	70	N W	2.2*	...	C	b
	16	29.948	29.954	84	73	56	N N W	6.7*	...	...	C	b
	6th	10	30.063	30.069	80	75	78	N N W	6.3*	...	C	b, m
	16	29.952	29.958	82	73	63	N	10.1*	...	...	CS	b, m
	7th	10	30.038	30.044	80	74	74	N N W	7.7*	...	...	b, m
	16	29.916	29.922	83	77	75	N N W	6.0*	...	...	CS	b, m
	8th	10	30.023	30.033	81	75	74	N N W	7.8*	...	K	b, m
	16	29.904	29.910	82	73	63	N	8.1*	...	...	CS	b, m
	9th	10	30.016	30.022	80	75	78	N N W	3.3*	...	N	b
CHITTAGONG.	16	29.898	29.904	84	71	50	N	9.4*	...	...	KS	b, m
	10th	10	30.016	30.022	80	74	74	N W	2.4*	...	C	b, m
	16	29.884	29.890	83	74	63	N W	5.7*	...	...	KS	b
	10	29.982	29.988	80	74	74	N N W	5.1*	...	...	K	b
	16	29.864	29.870	83	71	52	N	6.5*	...	...	CS	b
	5th	10	29.938	30.050	79	70	61	N E	3.9*	...	CS,	b
	16	29.850	29.961	82	72	59	N N E	2.6*	...	...	C	b
	6th	10	29.955	30.067	81	72	62	N E	4.2*	...	C	b
	16	29.867	29.968	84	72	53	Calm	3.0*	...	...	C	b
	7th	10	29.938	30.050	78	71	69	N N E	4.1*	...	C	b
	16	29.832	29.943	82	74	66	N W	5.4*	...	...	CS	b
	8th	10	29.928	30.040	80	71	62	N N E	4.1*	...	CS	b
MADRAS.	16	29.805	29.916	82	73	63	N W	4.8*	...	...	...	b
	9th	10	29.923	30.035	78	73	77	N N E	4.3*	...	...	b
	16	29.783	29.894	82	78	82	W N W	5.0*	...	...	...	b
	10th	10	29.916	30.029	76	72	81	N N E	4.2*	...	...	b
	16	29.778	29.890	81	72	62	N	16*	...	...	...	b
	10	29.906	30.019	77	70	68	N E	5.7*	...	...	...	b
	16	29.791	29.903	80	70	58	N W	4.6*	...	...	...	b
	4th	10	29.948	29.978	84	79	79	N	10*	0.02	...	bc
	16	29.868	29.898	84	77	71	N N E	15*	...	...	...	bc
	5th	10	29.967	29.997	83	77	75	N	11*	...	...	bc
	16	29.854	29.884	83	72	56	N	14*	...	...	...	b
	6th	10	29.884	29.914	78	73	77	N N W	14*	...	...	bc
CUTTACK.	16	29.799	29.829	73	72	95	N by W	16*	2.06	...	...	o
	7th	10	29.818	29.848	80	75	78	E S E	20*	1.81	...	o
	16	29.791	29.821	75	73	90	S S E	12*	0.96	...	...	o
	8th	10	29.910	29.940	75	73	90	...	...	1.68	...	bc
	16	29.809	29.839	78	75	86	S E by E	4*	0.02	...	...	o
	9th	10	29.907	29.937	83	77	75	E S E	8*	3.41	...	bc
	16	29.808	29.838	83	76	71	E S E	8*	...	...	...	bc
	10th	10	29.923	29.953	85	78	71	E N E	11*	0.68	...	bc
	16	29.816	29.846	82	76	74	E	11*	...	...	...	bc
	4th	10	29.941	30.024	82	72	59	W N W	...	...	...	fair
	16	29.829	29.904	88	71	40	N N E	0.3*	...	...	...	fair
	5th	10	29.963	30.046	82	69	48	N W	...	...	...	fair
AKTAP.	16	29.850	29.932	86	69	33	N N E	0.3*	...	...	...	fair
	6th	10	29.926	30.009	82	70	52	N N W	...	...	...	fair
	16	29.875	29.957	84	70	46	N N E	0.4*	...	...	C	fair
	7th	10	29.946	30.029	80	70	68	N N E	...	...	...	b, fair
	16	29.828	29.920	83	70	49	N N E	3.0*	...	...	C	fair
	8th	10	29.946	30.029	81	71	59	N W	...	...	C	fair
	16	29.825	29.907	85	72	50	N N E	0.2*	...	...	KS, C	fair
	9th	10	29.933	30.016	82	71	55	N N W	...	...	KS	fair
	16	29.825	29.907	84	70	46	N N E	0.3*	...	...	...	fair
	10th	10	29.936	30.019	81	70	55	W	...	...	...	fair
	16	29.809	29.891	85	70	44	N N W	0.2*	...	...	...	b, fair
	11th	10	29.926	30.009	81	72	62	W S W	...	...	...	b, fair
AKTAP.	16	29.789	29.872	82	74	66	E N E	0.1*	...	...	KS	fair
	5th	10	29.992	30.007	80	76	82	N E	1	...	C, CS	b
	16	29.888	29.903	84	78	75	W N W	1	...	...	CK, CS	b
	6th	10	29.984	29.999	83	78	78	N	1	...	CS	b
	16	29.896	29.911	86	80	75	W	1	...	...	C, CS	b
	7th	10	29.969	29.984	81	75	74	E	1	...	CS	b
	16	29.868	29.883	85	79	75	N W	1	...	...	CS, K	b
	8th	10	29.969	29.984	81	70	78	N	1	...	CS, S	b
	16	29.851	29.866	84	77	71	N W	1	...	...	CS, S	b
	9th	10	29.957	29.972	78	73	73	E N E	1	...	C, CS	b
	16	29.861	29.876	84	72	66	W	1	...	...	C, K	b
	10th	10	29.952	29.967	80	74	74	N E	1	...	C, K	b
	16	29.841	29.846	84	76	67	N W	1	...	...	C, K	b
AKTAP.	10	29.942	29.957	80	76	82	N E	1	...	...	K, CK	b
	16	29.831	29.846	84	77	71	W	1	...	...	K	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 11th November 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th November 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
Nov.	1st	29.932	85.4	72.0	144.2	78.2	72.7	68.8	0.74	S S E & S	...	68.7	...	...	Chiefly clear.
	2nd	934	86.9	72.5	145.5	79.1	74.3	70.9	.77	S & S W	...	95.0	...	...	Clear.
	3rd	947	86.5	73.3	141.0	79.0	73.5	69.6	.74	S S W & W	...	77.2	...	...	Clear. Slightly foggy at 9 & 10 P.M.
	4th	950	85.0	71.5	141.7	77.7	71.3	66.8	.70	W, W S W & W by S	...	35.2	...	...	Clear.
	5th	970	85.0	70.3	141.0	76.9	70.1	65.3	.69	W by S	...	54.7	...	...	Clear and cirri.
	6th	986	84.8	70.0	141.8	77.0	70.8	66.5	.71	W by S & N N E	...	79.2	...	...	Clear and cirri. Slightly foggy from 9 to 11 P.M.
	7th	957	83.1	71.6	137.0	76.9	72.1	68.7	.77	N N E & N W	...	47.5	...	...	Clear and cirri. Slightly foggy at 1 A.M. & 10 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	16.9
The max. temperature during the past seven days	...	86.9
The max. temperature during the corresponding period of the past year	...	87.0
The mean humidity during the past seven days	...	0.73
The mean humidity during the corresponding period of the past year	...	0.85
		Inches.
The total fall of rain from 1st to 7th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years	...	0.38
Ditto between the 1st January and the 7th November	...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...	...	68.31

CALCUTTA,
The 11th November 1871.

GOPEENATH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 28th October 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	100,827	1,63,914 7 11.	15,025 9 11		356,871 0	2,03,641 14 6	18,067 3 6	33,692 13 5	
Or per mile of railway ...	...	128 0 11	11 14 9		...	159 1 6	14 11 8	26 6 5	
For previous 16 weeks of half-year ...	1,462,912	17,46,417 1 10	160,088 4 8		6,009,587 10	38,77,130 14 6	355,403 13 *4	515,491 18 0	
Total for 17 weeks ...	1,563,739	19,10,331 9 9	175,113 14 7		6,066,458 10	40,80,772 13 0	374,070 16 10	549,184 11 5	
COMPARISON.									
Total for corresponding week of previous year ...	81,416½	1,29,613 0 6	11,881 3 10		439,948 0	3,55,062 3 9	32,547 7 5	44,428 11 3	
Per mile of railway corresponding week of previous year ...	...	114 8 10	10 10 0		...	313 12 9	25 15 4	39 5 4	
Total to corresponding date of previous year ...	1,544,895	20,79,890 7 4	190,656 12 6		7,866,698 0	56,04,665 9 9	513,761 0 3	704,417 12 9	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 28th October 1871, on 223 miles open.

		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	4,726	11,717 5 5	1,074 1 10		45,756 20	12,897 12 9	1,182 5 11	2,256 7 9	
Or per mile of railway ...	...	52 8 8	4 16 4		...	57 13 5	5 6 0	10 2 4	
For previous 16 weeks of half-year ...	55,679½	1,35,127 2 6	12,386 13 1		598,509 30	1,57,332 0 6	14,422 2 1	26,898 15 2	
Total for 17 weeks ...	60,305½	1,46,844 7 11	13,460 14 11		644,266 10	1,70,229 13 3	15,604 8 0	29,085 2 11	
COMPARISON.									
Total for corresponding week of previous year ...	3,878½	11,103 2 7	1,017 15 10		34,944 10	10,723 15 11	983 0 7	2,000 16 5	
Per mile of railway corresponding week of previous year ...	...	49 12 8	4 11 3		...	48 1 5	4 8 2	8 19 5	
Total to corresponding date of previous year ...	58,758	1,56,159 9 5	14,314 12 7		344,513 0	108,711 9 0	9,935 4 6	24,279 17 1	

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 28th October 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	30,746	13,599 6 9	1,246 12 3		991 8	476 12 8	43 14 2	1,290 6 3	
Or per mile of railway ...	...	86 14 4	7 19 4		...	3 0 9	0 5 7	8 4 11	
For previous 17 weeks of half-year ...	4,16,450½	2,14,398 13 6	19,652 6 4		11,78,347 5	4,23,664 2 3	38,845 0 8	58,497 7 9	
Total for 18 weeks ...	4,47,196½	2,27,988 4 8	20,898 18 7		11,79,338 13	4,24,140 14 11	38,888 14 10	59,787 13 5	
COMPARISON.									
Total for corresponding week of previous year ...	28,805½	14,529 4 4	1,331 16 11		1,06,685 16	21,098 6 6	1,934 0 4	3,265 17 3	
Per mile of railway corresponding week of previous year ...	...	128 4 8	11 15 2		...	186 4 10	17 1 7	23 16 8	
Total to corresponding date of previous year ...	4,31,045	2,20,921 9 10	20,251 3 1		19,75,412 9	4,36,449 12 11	40,007 17 11	60,259 1 0	

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 28th October 1871, on 28 miles open.

		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	2,620	478 7 6	47 12 11		6,981 0	256 7 9	25 13 0	78 6 11	
Or per mile of railway ...	...	17 0 3	1 14 0		...	9 2 7	0 16 4	2 12 4	
For previous 6 weeks of half-year ...	11,877½	2,087 7 3	208 14 11		46,739 20	1,599 12 9	139 19 7	348 14 0	
Total for 4 weeks ...	14,497½	2,565 14 9	256 7 10		52,726 20	1,656 4 6	165 12 7	422 0 5	
COMPARISON.									
Total for corresponding week of previous year ...	4,263	753 9 3	75 5 2		10,196 0	326 0 0	32 12 0	107 17 2	
Per mile of railway corresponding week of previous year ...	...	26 14 1	2 13 9		...	11 10 3	1 3 4	3 17 1	
Total to corresponding date of previous year ...	14,086½	2,675 13 6	267 11 8		37,800 20	1,224 1 03	122 8 2	389 19 10	

No. 47

of 1871



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, NOVEMBER 22, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Rainfall, Weather and State and Prospects of the Crops.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 18th November 1871.

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	Nov. 18th	0	Favorable	Very good.	
2	Monghyr	" 18th	0	Generally good	Want of rain has caused some damage to high land rice; poppy mostly sown.	
3	Purneah	Oct. 22nd	0	Fair	Good where not destroyed or damaged by the floods.	
4	Rajmehal.					
5	Deoghur	Nov. 18th	0	Fair	Paddy being cut.	
6	Nya Doomka	" 18th	0	Fine and cold	Cold weather crops not improving for want of late rain.	
7	Godda.					
8	Pakour	" 11th	0	Fine	Favorable.	
9	Jamtara.					
10	Patna	" 18th	0	Fine and dry	Rice crop being cut.	
11	Gya	" 18th	0	Fine	Fair.	
12	Chumparun	" 18th	0	Fair and cool	Rice good; cold weather crops being sown.	
13	Sarun.					
14	Shahabad	" 18th	0	Dry and fine	Rice promising; cold weather crops being sown.	
15	Tirhoot	" 18th	0	Fine	All crops promising.	
16	Rajshahye	" 16th	0	Cool	Good and flourishing	Cholera, small-pox, and fever prevailing in some places.
17	Bogra	" 17th	0	Very fair	Extremely good.	
18	Dinapore	" 18th	0	Cloudy	Generally favorable; but high land rice has suffered from want of rain.	
19	Maldah	" 18th	0	Fair	Good	Cholera in some places.
20	Moorshedabad	" 18th	0	Fair	Generally good	Cholera prevailing in the Lalbagh sub-division.
21	Pubna	" 18th	0	Fine and seasonable.	Good.	
22	Rungpore	" 18th	0	Fine and cool	Good.	
23	Burdwan	" 18th	0	Fair	Favorable.	
24	Bancoorah	" 18th	0	Cool	Crops suffering from want of rain.	
25	Beerbhoom	" 18th	0	Fine	Good.	
26	Hooghly	" 18th	0	Clear	Very good except where destroyed by flood; reaping commenced on high lands.	
27	Howrah	" 18th	0	Favorable	Satisfactory.	
28	Midnapore	" 17th	0	Cool and dry	Very good.	
29	Nuddea	" 18th	0	Fine and sunny	Cold weather crops favorable, but more rain required.	Fever continues; cattle still dying.
30	Jessore	" 17th	0	Clear	Good. Amun harvest has commenced.	
31	24-Pergunnahs	" 18th	0	Fair	Good where there has been no inundation.	
32	Dacca	" 18th	0	Fair	Good.	
33	Backergunge.					
34	Furreedpore	" 18th	0	Fair, cool, and pleasant.	Excellent.	
35	Mymensingh	" 10th	0	Fine	Rice harvest commenced.	
36	Sylhet	" 11th	0	Cold weather coming in.	Good. Crops but cut.	
37	Cachar	" 11th	0	Fair	Excellent.	
38	Chittagong	" 10th	0	Fine	Generally favorable. Insects have caused a little damage to the crops at Rangonia.	
39	Noakhally or Bulloah.	" 10th	0	Fair	Good.	
40	Tipperah.					

SUPPLEMENT TO THE CALCUTTA GAZETTE, NOVEMBER 22, 1871. 741

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
41	Mill Tracts of Chit-tagong.	Nov. 11th	0	Mostly foggy	... Good	
42	Cuttack	... " 18th	0	Sultry	... Good.	
43	Balasore	... " 18th	0	Good	... Excellent; above average crop expected.	
44	Pooree	... " 10th	0	Cold and fine	... Much loss caused by drought. Anxiety felt at the continual exportation of rice and paddy to the south.	Price of rice rising.
45	Hazareebaugh	... " 18th	0	Dry	... Favorable.	
46	Lohardugga	... " 17th	0	Fine	... Good; rice mostly reaped; sowing of the cold weather crop delayed for want of rain.	
47	Maunbhoom	... " 18th	0	Fine	... Want of rain has caused much damage both to the high and low land rice.	
48	Singbhoom	... " 10th	0	Seasonable	... Favorable.	
49	Durrung.					
50	Nowgong.					
51	Sebsaugor	... " 11th	0	Cool and pleasant	Satisfactory.	
52	Kamroop	... " 11th	0	Dry	... Favorable.	
53	Luckimpore	... " 11th	0	Fine and dry	... Satisfactory.	
54	Khasi and Jynteah Hills.	... " 10th	0	Good	... Good.	
55	Naga Hills	... " 3rd	0	Generally foggy	... Favorable.	
56	Julpigoree	... " 17th	0	Cloudy and warm	Fair.	
57	Gowalparah.					
58	Garo Hills	... " 11th	0	Clear	... Cotton good; it is being gathered.	
59	Darjeeling	... " 18th	0	Healthy in the hills; in the terai not very good.	Rice on the plains suffering from want of rain. Crops on the hills favorable.	
60	Cooch Behar	... " 11th	0	Cool & seasonable	Fair; crops getting ripe.	

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 21st November 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 30th Oct. to 5th Nov. 1871.	Rainfall from 6th to 12th Nov. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	56.28	12th Nov. 1871.	
	{ Jail ...	ditto	ditto	50.23	ditto.	
	False Point ...	Not received	Not received	69.09	29th Oct. 1871.	
	Jajipore ...	Nil	ditto	89.12	5th Nov. 1871.	
	Kendraparah ...	ditto	ditto	48.80	ditto.	
	Jugutsingapore ...	ditto	ditto	50.03	ditto	Not received 9th to 15th Oct.
	Sumbulpore ...	Not received	ditto	41.70	22nd Oct. 1871.	
	Balasore ...	Nil	Nil	63.86	12th Nov. 1871.	
	Bhuddruck ...	ditto	ditto	52.98	ditto.	
CHOTA NAGPORE.	Pooree ...	ditto	ditto	55.32	ditto.	
	Khoordah ...	Not received	Not received	56.42	29th Oct. 1871.	
	Hazareebaugh ...	Nil	Nil	55.66	12th Nov. 1871.	
	Burhee ...	Not received	Not received	49.02	29th Oct. 1871.	
	Pachamba ...	Nil	Nil	57.32	12th Nov. 1871.	
	Rancheo ...	ditto	ditto	61.43	ditto.	
	Palamow ...	ditto	ditto	61.56	ditto.	
	Purulia ...	ditto	ditto	61.20	ditto.	
	Gobindpore ...	ditto	Not received	53.91	5th Nov. 1871.	From 12th June.
PATNA.	Chyebassa ...	ditto	Nil	58.42	12th Nov. 1871.	
	Patna ...	ditto	ditto	59.32	ditto.	
	Behar ...	ditto	ditto	54.22	ditto.	
	Barh ...	ditto	ditto	37.64	ditto.	
	Dinapore ...	ditto	ditto	58.08	ditto.	
	Gya ...	ditto	ditto	47.97	ditto.	
	Sherghotty ...	ditto	ditto	46.17	ditto	Not received 16th to 22nd Oct.
	Nowadah ...	ditto	ditto	53.90	ditto	Not received 2nd to 8th Oct.
	Arungabad ...	ditto	ditto	39.33	ditto.	
	Chumparun ...	Not received	Not received	59.53	8th Oct. 1871.	
	Bettiah ...	ditto	ditto	61.93	ditto	From 5th June.
	Chuprah ...	ditto	Nil	75.07	12th Nov. 1871.	
	Sewan ...	ditto	ditto	83.61	ditto.	
	Mozufferpore ...	ditto	0.40	77.02	ditto.	
	Darbhanga ...	ditto	Nil	78.70	ditto	Not received 9th to 22nd Oct.
	Seetamarree ...	ditto	Not received	63.89	8th Oct. 1871.	
	Tajpore ...	Nil	Nil	52.98	12th Nov. 1871.	Not recorded 6th to 19th March.
	Mudhubani ...	ditto	Not received	60.61	5th Nov. 1871.	From 1st April, and not received 16th to 22nd Oct.
	Hajipore ...	ditto	Nil	50.92	12th Nov. 1871.	From 22nd May.
BHAUGULPORE.	Arrah ...	ditto	ditto	60.89	ditto.	
	Buxar ...	Not received	ditto	72.48	ditto	Not received 30th Oct. to 5th Nov.
	Sasseram ...	ditto	ditto	52.55	ditto	Ditto.
	Bhubhooh ...	Nil	Not received	61.37	5th Nov. 1871.	
	Benares ...	Nil	Nil	55.13	12th Nov. 1871.	
	Bhaugulpore ...	Not received	Not received	37.62	8th Oct. 1871.	
	Mudheypoorah ...	ditto	ditto	56.23	29th Sept. 1871.	
	Banka ...	Nil	Nil	49.24	12th Nov. 1871.	
	Soopool ...	ditto	ditto	32.29	ditto	From 14th August.
	Monghyr ...	ditto	ditto	58.02	ditto.	
	Jamooie ...	ditto	ditto	47.37	ditto.	
	Begooesrai ...	ditto	ditto	41.39	ditto.	
	Deoghur ...	ditto	ditto	56.52	ditto.	
	Jamtara ...	ditto	ditto	62.53	ditto	From 13th February.
	Rajmehal ...	ditto	ditto	73.50	ditto	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	Not received	ditto	48.19	ditto	From 21st May, and not received 9th Oct. to 5th Nov.
	Purneah ...	Nil	ditto	80.33	ditto.	
	Kishengunge ...	Not received	Not received	65.62	29th Oct. 1871.	From 13th June.
	Arrareah ...	ditto	ditto	77.06	1st Oct. 1871.	From 26th June.
RAJSHAHY.	Rampore Beaulah ...	Nil	Nil	72.51	12th Nov. 1871.	
	Nattore ...	ditto	ditto	85.16	ditto.	
	Bograh ...	ditto	ditto	92.99	12th Nov. 1871.	
	Dinapore ...	ditto	Not received	70.41	5th Nov. 1871.	
	Maldah ...	ditto	Nil	61.69	12th Nov. 1871.	
	Berhampore ...	ditto	ditto	59.07	ditto.	
	Jungipore ...	ditto	ditto	63.15	ditto.	
	Lalbagh ...	ditto	ditto	62.49	ditto	From 16th January.
	Jamookandi ...	Not received	Not received	64.86	29th Oct. 1871.	From 17th April, and not received 18th to 24th Sept.
	Pubna ...	Nil	Nil	71.52	12th Nov. 1871.	
	Serajunge ...	ditto	Not received	76.96	5th Nov. 1871.	
	Rungpore ...	ditto	Nil	94.15	12th Nov. 1871.	
	Bhowanigunge ...	ditto	Not received	67.31	5th Nov. 1871.	From 22nd January.
	Titaiya ...	ditto	Nil	81.48	12th Nov. 1871.	
	Burawan ...	ditto	ditto	68.35	ditto.	
	Cutwa ...	ditto	ditto	69.72	ditto	Not received 16th to 22nd Oct.
	Culina ...	Not received	ditto	64.21	ditto	Not received 16th to 22nd Octobor, and 30th Oct. to 5th Nov.
	Bood-Bood ...	Nil	ditto	65.20	ditto.	
	Bancoorah ...	ditto	ditto	61.40	ditto.	
BURDWAN.	Raneegunge ...	ditto	ditto	54.88	ditto.	
	Sooree ...	ditto	ditto	61.61	ditto.	
	Hooghly ...	ditto	ditto	76.99	ditto.	
	Seranpore ...	ditto	ditto	55.41	ditto	From 20th March.
	Jehanabad ...	Not received	Not received	66.66	15th Oct. 1871.	From 21st April.
	Howrah ...	Nil	Nil	93.36	12th Nov. 1871.	
	Midnapore ...	ditto	ditto	72.02	ditto.	
	Contai { Dy. Collr.'s Office ...	ditto	Not received	87.15	5th Nov. 1871.	Not received 16th to 22nd Oct.
	{ Engr.'s Office ...	Not received	ditto	100.02	29th Oct. 1871.	
	Gurbetta ...	Nil	ditto	62.05	5th Nov. 1871.	From 6th February.
	Tumlook ...	ditto	ditto	70.78	ditto.	

Divisions.	Stations.	Rainfall from 30th Oct. to 5th Nov. 1871.	Rainfall from 6th to 12th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	Not received	Not received	60.55	29th Oct. 1871.	
	Bongong	ditto	ditto	75.11	ditto.	
	Banaghat	ditto	ditto	58.00	ditto.	
	Meherpore	ditto	ditto	63.21	ditto.	
	Choudadangah	ditto	ditto	91.35	ditto.	
	Kooshtea	Nil	Nil	81.35	12th Nov. 1871.	
	Jessore	ditto	ditto	83.10	ditto.	
	Khoolnah	ditto	Not received	79.65	5th Nov. 1871	From 16th February.
	Jenidah	ditto	ditto	92.62	ditto	From 6th March.
	Murail	ditto	ditto	61.03	ditto	From 3rd April.
	Magoorah	ditto	ditto	41.81	ditto	ditto.
	Bagurhaut	ditto	ditto	80.78	ditto	ditto.
	Saugor Island	ditto	Nil	109.70	12th Nov. 1871.	
	Calcutta	ditto	ditto	93.31	ditto.	
	Alipore { Jail	ditto	Not received	97.63	5th Nov. 1871.	
	{ Hospital...	Not received	Nil	96.39	12th Nov. 1871	Not received 30th Oct. to 5th Nov.
	Barrackpore	ditto	Not received	84.52	29th Oct. 1871.	
	Dum-Dum	ditto	ditto	70.51	ditto.	
	Baraset	ditto	ditto	60.26	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
DACCA.	Satkherah	ditto	ditto	73.78	ditto	Not received 2nd to 8th October.
	Busseerhaut	ditto	ditto	74.56	15th Oct. 1871.	
	Diamond Harbour	ditto	ditto	89.99	29th Oct. 1871	Not received 25th Sept. to 8th Oct.
	Barripore	ditto	ditto	93.80	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
	Dacca { Telegraph Office	Nil	ditto	80.74	5th Nov. 1871	
	{ Jail	ditto	Nil	81.90	12th Nov. 1871.	
	Burrisaul	ditto	ditto	93.04	ditto.	
	Dowlat Khan	ditto	Not received	113.26	5th Nov. 1871	Not received 25th Sept. to 8th Oct.
	Perozepore	ditto	Nil	92.45	12th Nov. 1871.	
	Madaripore	ditto	ditto	79.70	ditto.	
	Furzedpore	ditto	ditto	92.16	ditto.	
	Goalundo	ditto	ditto	59.33	ditto	From 5th June.
	Mymensing	ditto	ditto	111.04	ditto.	
	Jamalpore	Not received	Not received	78.08	20th Oct. 1871.	
	Atteah	Nil	Nil	103.65	12th Nov. 1871.	
	Kishoregunge	ditto	ditto	117.71	ditto.	
	Sylhet	ditto	ditto	144.09	ditto.	
	Cachar	ditto	Not received	91.37	5th Nov. 1871.	
	Hylakandy	Not received	ditto	92.25	29th Oct. 1871.	
	Koyah	ditto	ditto	103.03	ditto.	
CHITTAGONG.	Chittagong { Telegraph Office	Nil	Nil	102.78	12th Nov. 1871.	
	{ Jail	ditto	ditto	107.17	ditto.	
	Cox's Bazar	ditto	Not received	163.00	5th Nov. 1871.	
	Rangamatee Hill	ditto	ditto	98.78	ditto.	
	Noakhally	ditto	Nil	132.83	12th Nov. 1871.	
	Tipperah	ditto	ditto	97.43	ditto.	
COOCH BEHAR.	Brahmanbariah	ditto	Not received	111.32	5th Nov. 1871.	
	Akyab	Nil	Nil	199.30	12th Nov. 1871.	
	Cooch Behar	0.30	ditto	12.54	ditto	From 22nd September.
	Buxa	1.90	0.70	167.19	ditto.	
	Goniparah	0.40	Not received	85.49	5th Nov. 1871.	
	Dhoobree	6.40	ditto	67.53	ditto	Not recorded 2nd Feb. to 5th Mar.
	Tura (Garó Hills)	Nil	ditto	107.54	ditto.	
	Darjeeling { Telegraph Office	Not received	ditto	124.39	15th Oct. 1871.	
	{ Hospital	0.18	0.04	110.50	12th Nov. 1871.	
	Rungbee	Not received	Not received	190.51	30th Sept. 1871	Not recorded since 6th August.
ASSAM.	Falacottah	ditto	ditto	43.97	6th Aug. 1871.	
	Julpigoree	0.23	Nil	91.86	12th Nov. 1871.	
	Boda	Nil	Not received	64.08	5th Nov. 1871.	
	Tezporé	0.94	ditto	81.12	ditto.	
	Nowgonz	0.30	Nil	126.31	12th Nov. 1871	Not received 9th to 15th Oct.
	Mungledye	0.64	Not received	67.05	5th Nov. 1871	From 30th Jan.
	Burpettah	2.39	ditto	79.57	ditto	Not received 25th Sept. to 1st Oct.
	Gowhatty	Nil	Nil	56.03	12th Nov. 1871.	
	Sebsaugor	0.85	Not received	115.80	5th Nov. 1871.	
	Jorehaut	0.73	ditto	91.49	ditto	From 22nd February.
	Golaghat	Nil	ditto	105.58	ditto.	
	Nazeerah	1.03	ditto	109.66	ditto.	
	Debrooghur	Not received	ditto	103.52	22nd Oct. 1871.	
	Suddya	1.95	ditto	91.72	5th Nov. 1871	Not received 11th to 24th Sept., and 16th to 22nd Oct.
	Shillong	Nil	ditto	69.40	ditto.	From 18th February.
	Cherrapoonjee	ditto	ditto	313.65	ditto	
	Jaowai	Not received	ditto	120.60	29th Oct. 1871.	
	Samooogoodting	Nil	ditto	57.02	5th Nov. 1871	Not received 2nd to 8th Oct.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Calcutta,
The 18th November 1871.

Meteorological Telegraphic Report for the period 12th to 18th November 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Nov.											
	12th	10	29.936	29.954	80.2	71.6	66	N by W	...	...		b
	12th	16	29.808	29.828	81.0	70.7	55	NE	...	...	K	b
	13th	10	29.926	29.944	78.6	71.0	67	ENE	...	...		b
	13th	16	29.828	29.846	82.4	72.0	58	S by W	...	...		b
	14th	10	30.029	30.047	80.7	74.5	72	SSW	...	...		b
	14th	16	29.923	29.946	83.8	74.5	62	SSW	...	...	CS	b
	15th	10	30.015	30.033	80.3	74.0	72	SW	...	...		b
	15th	16	29.869	29.887	84.0	72.0	53	W by S	...	...		b
	16th	10	29.937	30.015	81.5	71.5	59	W by S	...	...	CS	b
SAGOR ISLAND.	16th	16	29.869	29.907	83.5	72.0	54	W by N	...	...		b
	17th	10	30.053	30.071	80.8	72.5	64	W by N	...	...		b
	17th	16	29.932	29.950	83.0	69.5	47	W	...	...		b
	18th	10	30.057	30.075	78.8	73.0	73	W	...	...		b
	18th	16	29.926	29.944	82.0	71.2	55	W	...	...		b
	12th	10	29.941	29.947	81	72	62	N	2.1*	...	K	b, m
	12th	16	29.801	29.807	83	72	56	NNW	6.2*	...	KS	b
	13th	10	29.942	29.948	80	74	74	NNW	2.0*	...	N	b
	13th	16	29.860	29.866	83	76	71	SW	5.3*	...	N	b
	14th	10	30.050	30.056	82	75	70	S	1.8*	...	K	b
CHITTAGONG.	14th	16	29.951	29.957	84	76	67	SSW	4.8*	...	KS	b
	15th	10	30.035	30.041	82	79	87	WNW	5.7*	...	CS	b
	15th	16	29.890	29.896	87	78	65	SSW	7.5*	...	S	b
	16th	10	30.006	30.013	83	78	78	WSW	4.3*	...	KS	b
	16th	16	29.896	29.902	86	75	57	N	5.7*	...	KS	b
	17th	10	30.069	30.075	81	76	78	NNW	4.7*	...		b
	17th	16	29.948	29.954	86	77	64	SW	4.6*	...	K	b
	18th	10	30.075	30.071	81	78	86	W	3.9*	...	K	b
	18th	16	29.944	29.950	84	77	71	SW	7.2*	...	KS	b
	12th	10	29.868	29.881	76	70	72	NE	4.3*	...		b
MADEIRA.	12th	16	29.741	29.852	80	70	58	NNW	4.3*	...		b
	13th	10	29.888	29.931	76	69	68	NE	3.5*	...		b
	13th	16	29.771	29.883	80	71	62	NW	5.1*	...		b
	14th	10	29.980	30.072	78	70	65	N	4.1*	...		b
	14th	16	29.862	29.874	81	71	59	NE	5.2*	...		b
	15th	10	29.948	30.060	79	72	69	ENE	3.5*	...		b
	15th	16	29.808	29.920	80	73	70	NW	5.2*	...		b
	16th	10	29.885	29.997	80	73	70	N	2.3*	...	K	b
	16th	16	29.824	29.935	82	73	63	NNW	2.3*	...	K	b
	17th	10	29.980	30.093	77	70	68	NE	3.4*	...		b
CUTTACK.	17th	16	29.870	29.982	81	70	55	NW	3.9*	...		b
	18th	10	29.993	30.106	77	70	68	NE	3.5*	...		b
	18th	16	29.870	29.982	80	70	58	NW	2.9*	...		b
	11th	10	29.920	29.950	84	76	67	NE	12*	...		bc
	12th	16	29.778	29.788	81	78	86	SW	7*	0.02		bc
	12th	10	29.880	29.910	82	77	78	N by W	4*	0.14		bc
	13th	16	29.817	29.847	82	75	70	NNE	11*	...		bc
	14th	10	29.852	29.882	85	79	75	N	8*	...		bc
	14th	16	29.795	29.825	84	78	75	NE	9*	...		bc
	15th	10	29.957	29.987	85	79	75	E	8*	...		bc
AKYAP.	15th	16	29.894	29.924	82	77	78	NE	7*	0.02		bc
	16th	10	30.003	30.033	77	75	90	NE	6*	2.23		bc
	16th	16	29.872	29.902	83	78	78	NE	5*	...		bc
	16th	10	30.006	30.036	83	77	75	E by S	2*	0.12		bc
	16th	16	29.844	29.914	84	78	75	NE by E	9*	...		bc
	17th	10	30.003	30.063	85	73	71	NE	3*	...		bc
	17th	16	29.935	29.965	84	78	75	NE	9*	...		bc
	12th	10	29.859	29.942	79	71	65	Calm	...	...		b, fair
	12th	16	29.739	29.821	84	69	43	ENE	3*	...		b, fair
	13th	10	29.879	29.962	80	68	51	Calm	...	...		b, fair
AKYAP.	13th	16	29.769	29.851	86	72	48	SE	2*	...		fair
	14th	10	29.966	30.040	81	72	62	Calm	...	...		fair
	14th	16	29.866	29.948	87	73	48	ENE	2*	...		b, fair
	15th	10	29.958	30.040	83	72	56	Calm	...	...		b, fair
	15th	16	29.820	29.901	90	75	47	NW	2*	...		fair
	16th	10	29.921	30.003	83	73	69	Calm	...	...		fair
	16th	16	29.807	29.888	91	76	47	NNW	2*	...		b, fair
	17th	10	29.988	30.070	83	76	71	E	1*	...	KS	fair
	17th	16	29.857	29.939	89	74	46	N	2*	...	KS	fair
	12th	10	29.904	29.919	79	75	82	N	1	...	K	b
AKYAP.	12th	16	29.797	29.812	82	73	63	WNW	1	...	CS, K	b
	13th	10	29.925	29.940	76	71	78	NE	1	...	O	b
	13th	16	29.839	29.854	81	71	59	W	1	...		b
	14th	10	30.025	30.040	75	71	81	NNE	1	...	CS	b
	14th	16	29.900	29.924	81	74	70	NW	1	...	C	b
	15th	10	29.980	29.995	78	72	73	N	1	...		b
	15th	16	29.854	29.869	82	76	70	WNW	1	...	CS	b
	16th	10	29.990	30.005	77	73	81	NNE	1	...		b
	16th	16	29.854	29.869	82	74	66	NW	1	...	KS, K	b
	17th	10	30.032	30.047	76	72	81	NE	1	...		b
AKYAP.	17th	16	29.824	29.839	82	75	70	WNW	1	...	K	b
	18th	10	30.040	30.055	77	72	77	NE	1	...	CS, K	b
	18th	16	29.936	29.951	82	73	63	SW	1	...	K	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 18th November 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th November 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	Eq.		
Nov.	8th	29.942	84.5	78.3	146.0	77.5	72.8	69.5	0.77	N W & N by W	...	35.3	...	...	Clear and cirri.
	9th	936	84.5	71.0	143.2	77.5	72.0	68.1	.74	N by W & N	...	30.3	...	...	Clear and cirrostrati. Slightly foggy from 4 to 6 A.M., and 9 to 11 P.M.
	10th	930	83.8	71.0	143.5	77.0	71.4	67.5	.74	N & N by W	...	53.2	...	...	Clear and cumuli. Slightly foggy from midnight to 6 A.M.
	11th	916	83.6	72.0	142.5	76.4	70.4	66.2	.72	N by W & N N W	...	73.2	...	...	Clear and cumuli. Slightly foggy from 9 to 11 P.M.
	12th	875	83.6	69.5	141.5	75.9	70.3	66.4	.74	N N W & N E	...	66.4	...	●	Clear and cumuli.
	13th	878	84.0	71.2	139.0	76.9	71.2	67.2	.73	E N E & S by W	...	56.4	...	...	Chiefly clear.
	14th	960	85.7	72.0	140.0	78.2	73.5	70.2	.77	S by W & S S W	...	59.0	...	...	Clear and cirrostrati.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	16.2
The max. temperature during the past seven days	...	85.7
The max. temperature during the corresponding period of the past year	...	86.5
The mean humidity during the past seven days	...	0.74
The mean humidity during the corresponding period of the past year	...	0.78
Inches.		
The total fall of rain from 8th to 14th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years	...	0.53
Ditto between the 1st January and the 14th November	...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...	...	68.84

CALCUTTA,
The 18th November 1871.

GOPEENAUTH SEN,
In charge of the Observatory.

**GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.**

**Irrigation Branch.
Irrigation Operations of Lower Bengal up to 30th September 1871.**

CIRCLE.	Canal.	WATER SUPPLIED DURING 1871-72.					APPROXIMATE AREA IRRIGATED DURING SEPTEMBER 1871-72.				RAINFALL.					NAVIGATION RETURNS.					CHIEF IRRIGATION.		REMARKS.
		Full supply depth.	Estimated full discharge in cubic feet per second.	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	District.	Area actually receiving water during month in acres.	Of column 8 area receiving water for first time during current year.	Total of columns 8 and 9 for all previous months of current year.	Total area irrigated up to date during the current year.	Inches during the month.	Inches up to date during the year.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.	Approximate value of goods.	Per column 8.	Per columns 8 and 9.			
Orissa	High Level	8	675	4.83	279	Ditto	7,567	110	7,457	7,567	9.67	48.33	51.29	Local	43	131	1,665	958	Discharge over Basuljor Escape, 129 c. ft. per second. All rice. Leased lands making good use of water. Discharge through No. 8 Lock, 1,428 c. ft. per second. Discharge over Mantree Escape, 408.22 c. ft. per second.		
		Kendrapara	7	1,962	4.68	657.219	Cuttack	16,219	...	16,219	16,219	9.67	48.33	51.29	Government	43	563	10,133	10,530	
	Taldanda	8	1,300	6.60	26	Ditto	2,938	...	2,938	2,938	9.67	48.33	51.29	Local	15	130	482	578	...	...	
	Machgong	5	500	4.5	...	...	...	...	...	...	...	...	...	Government	161	3,481	37,303	8,439	...	...	
	Midnapore	8	875	5.30	167.47	Midnapore	3,000	...	5,963	5,963	11.75	61.02	64.51	Local	2,413	11,454	1,03,373	5,83,300	...	...	
South-Western	Panchkoora	6	240	4.12	85.80	Howrah	5.60	56.05	Not available.	Govt.	3	5	56	2,275	14 days irrigating. 2 days irrigating.		
	Tidal	...	...	...	...	Midnapore	...	...	...	...	...	...	Local	1,250	6,021	1,79,956	1,29,892	...	...		
Orissa	Serr. 1870.	...	...	...	...	Total	29,724	110	32,577	32,687	...	...	...	Government	5	16	422	1,130	...	...	
	High Level	Cuttack	2,355	...	22,035	22,035			
	Kendrapara	...	...	...	...	Ditto	68,356	28,000	40,356	68,356	...	...	...	...	...	...	...	...	...	...
	Taldanda	...	...	...	...	Ditto	15,000	10,000	8,000	18,000	...	...	...	...	...	...	...	...	...	...
	Midnapore	...	...	...	...	Midnapore	2,339	61	28,784	28,845	...	...	...	...	...	...	...	...	...	...
Panchkoora	...	...	...	...	Howrah	600	378	500	878	...	...	...	...	...	...	...	...	...	...	...
South-Western	Panchkoora	Total	88,650	38,439	99,675	138,114			
																			

G. A. SEARLE, Lieut.-Colonel, S. C.
For Offg. Joint-Secy., Govt. of Bengal, P. W. D.,
Irrigation Branch.

PUBLIC WORKS DEPARTMENT, BENGAL,
The 15th November 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 4th November 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	97,194	1,93,032 1 1	17,094 12 2		456,926 30	2,02,557 10 9	26,817 15 8	44,512 7 10	
Or per mile of railway		150 12 11	13 16 6	*	.....	228 8 11	20 19 0	34 15 6
For previous 17 weeks of half-year	1,563,739	19,10,331 9 9	175,113 14 7		6,966,458 10	40,80,772 13 0	374,079 16 10	540,184 11 5	
Total for 18 weeks ...	1,660,933	21,03,363 16 10	192,808 6 9		7,423,385 0	43,73,330 7 9	400,888 12 6	593,696 19 3	
COMPARISON.									
Total for corresponding week of previous year	98,547½	1,73,593 15 11	15,912 15 8		454,753 20	3,58,027 3 10	32,819 3 4	48,731 19 0	
Per mile of railway corresponding week of previous year		153 6 9	14 1 3		.....	316 6 8	29 0 1	43 1 4
Total to corresponding date of previous year	1,642,942½	22,53,484 7 3	206,569 8 2		8,321,451 20	50,62,602 13 7	546,580 3 7	753,149 11 9	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 4th November 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,542	12,530 11 4	1,148 12 11	60,514 20	16,975 2 0	1,556 1 1	2,704 14 0
Or per mile of railway ...	...	56 3 1	5 3 0	...	76 1 11	6 19 7	12 2 7
For previous 17 weeks of half-year...	60,305½	1,46,844 7 11	13,460 14 11	644,266 10	1,70,229 13 3	15,604 8 0	20,065 2 11
Total for 18 weeks ...	64,847½	1,59,375 3 3	14,609 7 10	704,780 30	1,87,204 15 3	17,160 9 1	31,769 16 11
COMPARISON.							
Total for corresponding week of previous year ...	3,788½	16,166 15 11	1,481 19 6	27,662 30	8,168 5 0	748 15 3	2,230 14 9
Per mile of railway corresponding week of previous year ...	...	72 7 11	6 12 11	...	36 10 1	3 7 2	10 0 1
Total to corresponding date of previous year ...	62,546	1,72,326 9 4	15,796 12 1	572,175 30	116,879 14 0	10,713 19 0	26,510 11 10

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 4th November 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	28,505½	17,580 4 3	1,611 10 6	20,187 3½	6,763 9 10	620 0 0	2,231 10 6
Or per mile of railway ...	182	112 5 4	10 5 11	129 0	43 3 6	3 19 2	14 5 2
For previous 18 weeks of half-year...	4,47,196½	2,27,988 4 3	20,898 18 7	11,79,338 13	4,24,140 14 11	38,888 14 10	59,787 13 5
Total for 19 weeks ...	4,75,702	2,45,568 8 6	22,510 9 1	11,99,525 16½	4,30,904 8 9	39,508 14 10	62,019 3 11
COMPARISON.							
Total for corresponding week of previous year ...	27,049	14,703 14 6	1,347 17 2	1,27,470 25	31,665 0 0	2,902 12 6	4,250 9 8
Per mile of railway corresponding week of previous year ...	239	129 13 4	11 18 1	1,126 0	279 9 8	25 12 7	37 10 8
Total to corresponding date of previous year ...	4,58,094	2,33,625 8 4	21,599 0 3	21,02,882 34	4,68,114 12 11	42,910 10 5	64,509 10 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 4th November 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,539½	710 14 0	71 1 9	9,025 0	372 9 0	37 5 1	108 6 10
Or per mile of railway ...	162	25 6 3	2 10 9	343 39	13 4 11	1 6 7	3 17 4
For previous 4 weeks of half-year...	14,407½	2,563 14 9	256 7 10	52,720 20	1,656 4 6	165 12 7	422 0 5
Total for 5 weeks ...	19,031	3,274 12 9	327 9 7	62,345 20	2,028 13 6	202 17 8	530 7 3
COMPARISON.							
Total for corresponding week of previous year ...	3,646½	681 12 3	68 3 0	8,153 33	256 8 3	25 9 0	93 10 6
Per mile of railway corresponding week of previous year ...	130	24 5 7	2 8 8	291 1	9 2 6	0 18 4	3 7 0
Total to corresponding date of previous year ...	17,733	3,357 9 9	335 15 2	45,954 13	1,480 9 6	148 1 2	483 16 4

Printed and published by EDWIN MORRIS LEWIS, at the Printing Office of the Bengal Secretariat, No. 28, Chowringhee, in the Town of Calcutta.—November 22, 1871.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, NOVEMBER 29, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Report on the Baleeparah and Adhabari Tea Gardens.

From S. C. BAYLEY, Esq., Officiating Secretary to the Government of Bengal, Judicial Department, to the Commissioner of Assam,—(No. 74T, dated on board the yacht *Rhotas*, Sylhet, the 16th September 1871.)

IN continuation of this office letter No. 1787, dated the 9th June 1871, I am directed to request that a most particular inquiry may be instituted into the condition of Baleeparah tea garden. The Lieutenant-Governor finds that in 1870 the average number of imported coolies was under 240, and the deaths were 52, or considerably more than 20 per cent; while in the last half of 1869 (the first half does not distinguish the mortality from other gardens of the same owner) there was a mortality of 26 out of an average number of 151, being at the rate of upwards of 34 per cent per annum.

2. I am also to request that the other garden belonging to the Agra and Masterman's Bank, viz. Adhabari, may be thoroughly inquired into. In Adhabari the average number of imported coolies for 1870 was 133, and the deaths were 24, or about 18 per cent; while in the second half of 1869 they were 19 per cent; and in the return of this Bank's gardens for the first half of 1869 lumped together, the mortality was 9 per cent for the half year, or 18 per cent per annum. It may be taken, then, that for the two years 1869 and 1870 the annual mortality of these two gardens is fully 20 per cent. His Honor does not think that such a waste of human life should be tolerated, especially when the manager does not himself take the risk and look after the coolies, but resides at Tezpoore, seventeen miles off. It is true that the Act is somewhat vague in not providing any test as to what gardens are fit for human habitation; but seeing that the coolies do not know the character of the gardens for which they are engaged, and as they are (as remarked by Captain Walcott) bound hand and foot, Government is most especially bound to see that they are not forced to remain in very unhealthy places or under very unhealthy circumstances. If

there is not a very great change in the condition of these gardens, the Lieutenant-Governor directs that a committee, under section 112 of Act II (B.C.) of 1870, should be at once assembled with the view of closing them to imported labor.

3. I am further to observe that the mortality in the Bishnath Tea Company's garden seems to have been very heavy. For the first half of 1869 it was (in the gardens lumped together) 7·32 per cent in the half year, or at the rate of nearly 15 per cent per annum. In the second half of that year the average number of coolies in the gardens (Pabhoy, Partabghur, Sadharoo, Diplonga, and Dikroy) seems to have been 448, and the number of deaths 81, or at the ratio of upwards of 35 per cent per annum. In the first half of 1870 the mortality was not so heavy, but in the second half of 1870 it was again at the rate of about 15 per cent per annum. The death-rates in the Luckimpore Tea Company's gardens in the Bishnath circle (including besides Gogra, Bishnath, Behalee, Singlejan) are also heavy. The Lieutenant-Governor requests that the gardens of both these companies may be inquired into particularly, and a committee assembled under Act II (B.C.) of 1870 in case any of them are still very unhealthy.

From COLONEL H. HOPKINSON, Agent to the Governor-General, and Commissioner of Assam, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 161, dated Gowhatty, the 4th November 1871.)

I HAVE the honor to acknowledge the receipt of your letter No. 74 of the 16th September, directing that inquiries be made into the condition of the Baleeparah and Adhabari tea gardens in Durrung, and in reply beg to state that a committee has been convened, under section 112 of Act II (B.C.) of 1870, to ascertain whether the gardens are fit for human habitation, and I now beg leave to submit a copy of the proceedings of the committee, and to make the following remarks.

2. From the complaint made by the laborers of the Baleeparah garden, that they did not receive their Sunday's pay, and which complaint was found to be correct, I conclude that the men were compelled to work on Sunday or forfeit their wages for the day, contrary to the provisions of section 69 of the Act, according to which no laborer is bound to work for more than six days in the week; and as it appears from the remarks of the committee that a system somewhat similar obtains in other gardens in the Durrung district, the inspector's attention has been drawn to the subject, and he has been requested to see that the provisions of the Act on this point are adhered to.

3. Again, the deduction of pay from men, who, from physical incapacity, are unable to perform a full day's work, is most improper and illegal, according to paragraph 8 of the form of contract circulated with your office endorsement No. 99 of the 21st December 1870; and the fact of coolies being obliged in self-defence to work when suffering from fever, "in order to obtain at least some allowances," is most cruel, and throws discredit on the entire management of the garden.

4. After reviewing all the circumstances connected with the situation of the garden, and the treatment the coolies employed on it received, the committee have declared that the Baleeparah tea garden is unfit for human habitation; but they have at the same time added a condition that if certain suggestions which they made be carried out, the garden may remain open to imported laborers.

5. It appears to me that the committee acted without jurisdiction in attaching any conditions whatever to their verdict. The only question they had to decide was, whether the garden was or was not fit for human habitation; and when they decided that it was not, it was the duty of the inspector to step in and close the garden against imported laborers.

6. With the facts elicited, I cannot hope that there will be any radical improvement in the condition of the laborers employed at Baleeparah: it is evident that the place is unhealthy from causes inherent to it; moreover, Baleeparah is notoriously an unhealthy locality, and, with the exception of Odalgooree, I know of no place on the frontier with a worse reputation. We can leave neither sepoy nor constables at the Baleeparah stockade without their running a risk of being decimated after March. I have, under these circumstances, and in accordance with the finding of the committee, directed Major Graham to cancel the contract of every laborer employed in the Baleeparah garden so far as regards that garden, and to close it against all imported laborers.

7. With regard to the Adhabari garden, the committee have declared their inability to hold it unfit for human habitation, and under the existing law nothing remains to be done in the matter; but here too, as at Baleeparah, coolies have been apparently compelled to work for seven days in the week; and although the coolies appear to have earned more than their brethren in the Baleeparah garden, it does not seem that they have always been paid in full.

To these points with regard to this garden also, Major Graham has been instructed to pay attention and to enforce the law.

8. With reference to the committee's remarks about the hospital, the inspector ought to have proper hospital accommodation, according to the rules, both at Adhabari and Hullessor, and his attention has been called to the subject. I quite concur with the committee's remarks about the want of European management, and think that there should most certainly be a European manager or assistant when imported laborers are employed; but I would observe that the Act does not make this obligatory.

9. In conclusion, I would remark that both the gardens reported on belong to the Agra Bank, Limited, and are under the management of Mr. Wingrove, who resides in the station of Tezpore, and I can only hope that the inquiries now made will induce the owners of these estates to take more interest after the welfare of their coolies.

10. The result of the inquiries directed by His Honor in the 3rd paragraph of your letter, regarding the Bishnath and Luckimpore Companies' gardens, will be reported hereafter.

From MAJOR J. M. GRAHAM, Deputy Commissioner of Durrung, to the Personal Assistant to the Commissioner of Assam,—(No. 1291, dated Tezpore, the 24th October 1871.)

I HAVE the honor to state, for the information of the Commissioner, that in pursuance of instructions conveyed in his letter No. 1628 of the 20th ultimo, and in Government No. 74 of 16th idem, a committee has been assembled to report on the Baleeparah and Adhabari tea gardens, belonging to the Agra and Masterman's Bank, Limited, and to report on its proceedings.

2. The committee was composed as follows:—

Major J. M. Graham, Deputy Commissioner,

Dr. A. Imthurn, Civil Surgeon,

Mr. W. R. Phillips, Tea Planter of Gelahating,

and left Tezpore at 4 A.M. on the 7th October, reaching Adhabari garden at about 8 A.M., and inspecting the lines, site, and water-supply, &c., after which the committee proceeded to Panipotah, where they remained for the day, and next morning inspected the Baleeparah garden, which is about four or five miles from Panipotah, staying there a considerable time, and obtaining all necessary information.

In the evening the committee again returned to Adhabari to complete their investigation, and returned the next morning to Tezpore.

The following is the committee's report on the gardens:—

BALEEPARAH.

Coolie lines.—The houses are about 12 feet by 18, and are adequate in number to the requirements of the garden. There is a space of fully 12 feet between each house, and in these respects there is nothing to find fault, and although at the present season the houses are somewhat out of repair, they are far better than the average of those of native villages.

The houses are situated on a piece of ground raised about 8 feet above the *present* surface of the water of a jheel which compasses them on two sides, and there can be little doubt but that as this jheel receives in the rains the inundation of the Bhoroli river, and considerable surface water, its level at that season cannot be far below the level of the floors of the houses. It must, however, in fairness be here remarked that the same might be said as regards the water level in other gardens of the district, which are fairly healthy. The committee, however, are not inclined to attribute the unhealthiness of the garden to the situation of the lines alone, although they think it may influence the unhealthiness.

The water, the committee believe to be bad; and they are supported in this view, first, by its taste and appearance, and secondly, from the statements of the jemadar in charge of the garden and the native doctor; the former declaring that the mortality was owing to the water, and the latter stating that food taken along with it remains undigested. A certain portion of the water is, however, taken from an unfinished well which is close to a portion of the huts, and is said to be somewhat better. The next point is the ventilation of the lines, which is decidedly bad, as on three sides they are surrounded at no great distance by grass or other jungle, which seems to obstruct the breeze, and by the main lines being on the lower part of a slope this objectionable circumstance is increased.

Here, however, the committee would remark that the objectionable circumstances noticed above apply in a greater or less degree to almost any garden in the district, and although the committee are of opinion that these circumstances must tend, in a considerable degree, to increase sickness and mortality, still they consider that these circumstances alone will not of themselves account for the great mortality of the garden as compared with that of other gardens which are in a somewhat similar position, and that the committee must therefore seek further for the cause of the mortality.

An inspection of the books of the garden shewed that on an average the earnings of an adult male coolie was not much over Rs. 2-8 per mensem, that rice had been sold from 9 to 12 pie per seer, and that the coolies bitterly complain of their not being paid what they term the "Sunday hazri," which the committee found to be the case. The women, by leaf-picking, it is true, earn more; and the committee believed that their looking healthier than

the men was perhaps to be attributed to this. In other gardens it appears to be the custom to pay the coolies the Sunday wages when they have worked for twenty-six days in the month; but here this was not the case: and this the committee consider highly reprehensible. Many of the men are found to have worked only for half a day, that is, given what they call a half "hazri," for which they only receive half a day's pay, and the reason they give for this is that they are too weak (and many of them look it.) to work a whole day.

The Civil Surgeon, in inspecting the hospital records, noticed that there were very few cases of fever on the list, whilst there were many cases of enlargement of the spleen and of dropsy, which probably had been preceded by fever. On inquiry it turned out that coolies suffering from fever were, as a rule, treated in their own houses, and did some work in order to obtain at least some allowance, whereas in hospital they would receive nothing beyond their daily food; and the deduction which the committee draw from the above is that the coolies, acted on by a malarious climate, and the objectionable circumstances as regards water, &c., above noted, get into a weak state, and being in consequence incapacitated from earning full wages and being mulcted of the Sunday's wages, are unable to provide the means, that is live sufficiently well, to recover strength, and consequently die.

The excuse for the non-payment of Sunday wages was within the cognizance of the manager; and although payment of Sunday wages is said to be made in the adjoining garden of Adhabari, the manager admitted it was not made in Baleeparah, on the score of the funds allowed him for the maintenance of the garden being insufficient. The manager stated that at one time he had ordered the payment of the "Sunday hazri," but finding the funds supplied him would not meet this demand, he was obliged to stop it.

Having, then, come to a conclusion that the general unhealthiness of the Baleeparah garden, added to its consequent results as regards the pay of the coolies, has conduced to the heavy mortality, the committee feel that to be consistent they should close the Baleeparah garden to imported labor, and would have no hesitation in doing so did they not consider that by the removal of the lines to the high ground in the neighbourhood of the Mansiri river, which is about a mile distant, and the residence of an efficient European manager or assistant on the spot, who would look to the welfare and fair treatment of the coolies, the present excessive mortality would doubtless be avoided; and they therefore, while declaring, in the terms of section 112 of Act II of 1870, the present garden and coolie lines of Baleeparah as unfit for human habitation, declare that if the arrangements above suggested be carried out without delay, the garden may remain open to imported labor, but not residence.

ADHABARI.

The Adhabari garden is situated on a narrow plateau, surrounded on three sides by an extensive tract of low land, the greater part of which is under rice cultivation. The level of the garden is from 30 to 50 feet above the level of the surrounding paddy fields; the latter are liable to inundation by the Bhoroli river. A small river forms the northern boundary of the high land, and is the only source of drinking water for the inhabitants of the garden and neighbourhood.

The garden looks as if it might be exposed to malaria from the surrounding low land. It is, however, to be noticed that the gardens of the former Tezpore new concern are similarly situated close by, and yet there is much less sickness and mortality in the latter garden than at Adhabari. The state of the coolie lines was on the whole satisfactory. The houses are not less than 9 x 18 feet superficial space, the side wall being about 5 and 6 feet high. There is ample space between the houses, and the lines are intersected by numerous wide and well kept roads. The number of the houses is more than sufficient for the requirements of the coolies. The ground affords great facilities for drainage. There is no grass jungle near the lines,—nothing to interrupt ventilation. The water from the little river above mentioned was very clear, and of good taste and free from any obnoxious smell.

Of the laborers, four were convalescents employed on light work; the majority of the remainder looked healthy. A man, suffering from syphilis, and a boy with a skin disease, ought to have been sent to the civil station for treatment. From the garden register it would appear that the earnings of the laborers are on an average much above what they are at Baleeparah.

An inquiry made regarding Sunday wages did not lead to a satisfactory result; some of the laborers said they received pay for Sundays, others said they did not, whilst many others alleged that they received pay if they worked on Sundays. The committee are inclined to think the last-mentioned statement likely to be correct.

The site of this garden, then, being apparently fairly healthy (with the exception of the possible exposure to malaria noted above), the accommodation of the coolies being sufficient, and there being no proof, or even, it may be said, complaints of their being stinted as regards pay, cannot say that this garden is unhealthy or ought to be closed.

Lately the mortality has much improved, being below 2½ per cent in nine months, which contrasts most favorably with that of Baleeparah, which stands at 12·4 per cent for the same period.

The Tezpore old concern has only one hospital for all its gardens. The hospital is about three-quarters of a mile from the Baleeparah garden and 600 paces from the Mansiri river, its

water-supply being obtained from the latter. It is also three miles from Adhabari and nine miles from Hullessor garden. The ground where the hospital is situated is higher than the Baleeparah garden, and open from all sides. The hospital itself is not sufficiently raised; its under floor being hardly higher than the surrounding ground. There is nothing to recommend the site for a hospital, whilst its great distance from the source of water supply, and the fact that the native doctor lives three-quarters of a mile away, are objectionable circumstances. The hospital building is roomy and well-ventilated; in fact, it will hardly afford protection against rain and sunshine.

The hospital contains sixteen machans about three feet apart in rooms separated by a space about six feet broad. Four of the machans are in a separate hut, a somewhat exposed enclosure, intended for female patients, and the want of isolation is not satisfactory. Near the hospital is a large cook-room and a house for the servants, a cook and a sweeper.

A very liberal supply of medicines, and also the most necessary implements for their preparation, are kept in the bungalow at the Baleeparah garden in good order. The native doctor keeps the records of the hospital transactions. These records give the following data of sickness and mortality for the nine months ending the 30th September 1871. Nevertheless, it is the opinion of the committee that this garden, which employs a large number of coolies, should have either a European manager or assistant on it, as the absence of such a person may, it is considered, lead to circumstances which might affect the health and condition of the coolies, and thus cause a return of the former heavy mortality.

GENERAL REMARKS.

Number of admissions into hospital from Adhabari, 21 most frequent; Baleeparah, 104.

Diseases.

Dysentery ...	...	...	...	25 cases.
Dropsy ...	...	...	...	22 "
Fever ...	...	...	...	15 "
Diarrhœa ...	...	...	...	13 "
Venereal affection ...	...	...	...	11 "
Bronchitis ...	...	...	...	10 "
Itch ...	...	...	...	8 "
Ulcers ...	...	...	...	6 "

Deaths in Hospital.—Adhabari Coolies.

From Dysentery ...	...	...	...	3
„ Cholera ...	...	...	...	1
„ Dropsy ...	...	...	...	1

Baleeparah Coolies.

From Dysentery ...	...	...	...	16
„ Dropsy ...	...	...	...	12
„ Diarrhœa ...	...	...	...	2
„ Tetanus ...	...	...	...	1

The deaths occurred at Baleeparah :—

In January ...	...	...	...	1
„ February ...	...	...	...	1
„ March ...	...	...	...	0
„ April ...	...	...	...	1
„ May ...	...	...	...	4
„ June ...	...	...	...	5
„ July ...	...	...	...	5
„ August ...	...	...	...	1
„ September ...	...	...	...	4

At Adhabari :—

In June ...	...	...	...	1
„ July ...	...	...	...	2
„ August ...	...	...	...	1
„ September ...	...	...	...	1

A not inconsiderable number of light cases of sickness, chiefly fever, at Baleeparah have been treated as out-patients, and the records kept do not admit of an exact compilation. If the Baleeparah lines are removed to the bank of the Mansiri, the hospital should be erected near them, on some adjacent and convenient spot.

In conclusion, the committee would observe that the average annual mortality of the Assam jails for the last 25 years has been above 8 per cent, and that of the Tezapore jail, which is considered the most healthy, above 4 per cent for the same period. The committee believe that under any circumstances the mortality of laborers newly imported into Assam will considerably exceed that of the Assamese themselves, even although the latter may be living under apparently more unhealthy conditions, and this being so, that a low death-rate cannot be expected; but what might be considered a fair death-rate, the committee, with their present information, are unable to say.

From S. C. BAYLEY, Esq., Officiating Secretary to the Government of Bengal in the Judicial Department, to the Commissioner of Assam,—(No. 3798, Fort William, the 22nd November 1871.)

I HAVE laid before the Lieutenant-Governor your letter No. 161, dated 4th instant, enclosing the committee's report, under section 112 of Act II (B.C.) of 1870, on the gardens of Baleeparah and Adhabari.

2. The Lieutenant-Governor gathers from the report that not only is the situation of Baleeparah necessarily unhealthy, but the water is bad and the lines near the level to which the water of the jheel rises during the rains. In addition to this, it is found that the laborers do not earn more than Rs. 2-8 a month on the average, while rice is from 9 pie to 1 anna a seer; that they are only paid for six days in the week, (their Sunday pay being illegally deducted); that when suffering from fever they are still obliged to work in order to get any allowance at all: in the words of the committee the coolies "get into a weak state, and being in consequence incapacitated from earning full wages, and being mulcted of the Sundays' wages, are unable to provide the means; that is, to live sufficiently well to recover strength, and consequently die." The manager explains that the funds supplied to him are insufficient. There is, however, no European manager or assistant living on the spot, and the conclusion to which the committee come, is that the present garden and the lines of Baleeparah are unfit for human habitation; but they propose certain arrangements which will, they think, make it possible for coolies to work at the garden, though not to reside there.

3. The Lieutenant-Governor cannot too strongly express his reprobation of and pain at the state of things which has been found to exist at this garden, and he very fully approves of the view you have taken of the case, and of your orders to close the existing garden to all imported laborers.

4. As the committee have taken a more lenient view in regard to the Adhabari garden, the Lieutenant-Governor cannot of course interfere; but he desires that the inspector will be particularly careful to inspect the garden frequently, and to pay special attention to the illegal practice of not paying the laborers their full wages, including Sundays, and will insist upon proper hospital accommodation being provided.

5. The Lieutenant-Governor concurs with you in the hope that the Agra Bank Corporation, who are the owners of these gardens, will see the necessity of providing a resident European manager, and of seeing that their imported coolies are treated with justice and with reasonable care and attention in the future. He deeply regrets that so discreditable a state of things should be brought to light in gardens owned by so large and important an institution.

No. 3799.

COPY of this letter, and of the one to which it is a reply, with enclosures, forwarded to the Assistant Secretary to the Government of Bengal in the Legislative Department, in continuation of this office memorandum No. 3410, dated 13th October 1871, for consideration in connexion with the necessity of revising section 117, Act II (B.C.) of 1870, and with special reference to the want of sufficient provision to compel payment of wages when the coolies are disabled by the unhealthiness of the places to which they are brought.

No. 3800.

COPY of this letter, and of the one to which it is a reply, with enclosures, forwarded to Government of India, Department of Agriculture, Revenue, and Commerce, for information.

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
39	Noakhally or Bulloah.	Nov. 17th	0	Fair	Good	
40	Tipperah	" 24th	0	Fair	Good.	
41	Hill Tracts of Chit-tagong.	" 18th	0	Foggy	Good.	
42	Cuttack	" 25th	0	Fair	Good.	
43	Balasore	" 25th	0	Very good	Crops being reaped, and harvest much above the average.	District highly prosperous.
44	Pooree	" 17th	0	Generally fair	There has been great loss in rice in many districts; in others it is good.	Rice dearer than usual; the price may rise further. Exportation going on.
45	Hazareebaugh	" 25th	0	Dry	Good. Rice harvest commenced.	
46	Lohardugga	" 24th	0	Fine	Good. More rain necessary for spring crops in Palamow.	
47	Maunbhoom	" 25th	0	Fine	About 6-anna loss expected in rice; other crops suffering from want of rain.	
48	Singbhoom	" 17th	0	Fair and cool	Good.	
49	Durrung	" 18th	0.9	Variable	Crops looking well.	
50	Nowgong	" 17th	0	Clear	Good.	
51	Sebsaugor	" 18th	0.5	Cool and pleasant	Satisfactory.	
52	Kamroop	" 18th	0	Dry	Favorable.	
53	Luckimpore	" 18th	0.4	Excellent	Satisfactory.	
54	Khasi and Jynteah Hills.	" 17th	0.3	Fine	Good.	
55	Naga Hills	" 10th	0	Clear and hot	Favorable. All crops are being gathered.	
56	Julpigoree	" 24th	0	Cloudy and warm	Want of rain has injured the rice crop much. Mustard promising.	
57	Gowalparah	" 18th	0	Foggy	Winter crop promising, but for want of rain extent of cultivation has been limited.	
58	Garo Hills	" 18th	0	Fair	Cotton crop good; it is being gathered.	
59	Darjeeling	" 24th	0.2	Healthy	Favorable.	
60	Cooch Behar	" 18th	0	Seasonable	Rice promising; it is being cut.	

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 28th November 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.

DIVISION.	Stations.	Rain from 6th to 12th Nov. 1871.	Rain from 13th to 19th Nov. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Inches	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Inches. Nil.	Inches. Nil.	56.28	19th Nov. 1871.	
	Cuttack { Jail ...	ditto ditto	ditto ditto	50.23	ditto.	
	False Point ...	ditto ditto	ditto 0.20	60.20	ditto.	
	Jajipore ...	ditto ditto	Not received	89.12	12th Nov. 1871.	
	Kendraparah ...	ditto ditto	ditto ditto	48.30	ditto.	
	Jugutsingapore ...	ditto ditto	ditto ditto	50.03	ditto.	
	Sumbulpore ...	Not received	ditto ditto	41.76	22nd Oct. 1871.	
	Balasore ...	Nil	Nil	63.86	19th Nov. 1871.	
	Bluddruck ...	ditto ditto	ditto ditto	52.98	ditto.	
	Poorce ...	ditto ditto	ditto ditto	55.32	ditto.	
CHOTA NAGPORE.	Khoordah ...	Not received	Not received	56.42	29th Oct. 1871.	
	Hazareebaugh Jail ...	Nil	Nil	55.66	19th Nov. 1871.	
	Burhee ...	ditto ditto	ditto ditto	49.02	ditto.	
	Pachamba ...	ditto ditto	ditto ditto	57.32	ditto.	
	Ranchee ...	ditto ditto	ditto ditto	61.43	ditto.	
	Palamow ...	ditto ditto	ditto ditto	51.56	ditto.	
	Purulia ...	ditto ditto	ditto ditto	61.20	ditto.	
	Gobindpore ...	ditto ditto	Not received	53.91	12th Nov. 1871.	From 12th June.
	Chyebansa ...	ditto ditto	Nil	58.42	19th Nov. 1871.	
	Patna (Bankipore) ...	ditto ditto	ditto ditto	50.32	ditto.	
PATNA.	Dinapore Jail ...	ditto ditto	ditto ditto	54.23	ditto.	
	Behar ...	ditto ditto	ditto ditto	37.64	ditto.	
	Barh ...	ditto ditto	ditto ditto	58.08	ditto.	
	Gya ...	ditto ditto	ditto ditto	47.97	ditto.	
	Sherghotty ...	ditto ditto	ditto ditto	46.17	ditto	Not received 16th to 22nd Oct.
	Nowdah ...	ditto ditto	ditto ditto	53.90	ditto	Not received 2nd to 8th Oct.
	Arungabad ...	ditto ditto	ditto ditto	39.33	ditto.	
	Chumparun ...	ditto ditto	ditto ditto	59.53	ditto	Not received 9th Oct. to 5th Nov.
	Bettiah ...	ditto ditto	ditto ditto	61.03	ditto	From 5th June, and not received 9th to 22nd Oct.
	Chuprah ...	ditto ditto	ditto ditto	75.67	ditto.	
BHAGULPORE.	Sewan ...	ditto ditto	ditto ditto	83.61	ditto.	
	Mozufferpore ...	0.40	Not received	77.02	12th Nov. 1871.	
	Darbhanga ...	Nil	ditto ditto	78.70	ditto	Not received 9th to 22nd Oct.
	Seetamarce ...	Not received	ditto ditto	63.89	8th Oct. 1871.	
	Tajpore ...	Nil	ditto ditto	52.98	19th Nov. 1871.	Not recorded 6th to 19th March, and not received 23rd to 29th Oct.
	Mudhubani ...	ditto ditto	ditto ditto	60.61	ditto	From 1st April, and not received 16th to 22nd Oct.
	Hajipore ...	ditto ditto	ditto ditto	50.92	ditto	From 22nd May.
	Arrah ...	ditto ditto	ditto ditto	60.89	ditto.	
	Buxar ...	ditto ditto	Not received	72.48	12th Nov. 1871.	Not received 30th Oct. to 5th Nov.
	Sasseram ...	ditto ditto	ditto ditto	52.55	ditto	ditto.
RAJSHAHY.	Bhubhoah ...	Not received	ditto ditto	61.37	5th Nov. 1871.	
	B-nares ...	Nil	Nil	55.13	19th Nov. 1871.	
	Bhangulpore ...	Not received	ditto ditto	37.62	ditto	Not received 9th Oct. to 12th Nov.
	Mudheypoorah ...	ditto ditto	ditto ditto	56.23	ditto	Not received 30th Oct. to 12th Nov.
	Banka ...	Nil	ditto ditto	49.24	ditto.	
	Sopool ...	ditto ditto	ditto ditto	32.29	ditto	From 14th August.
	Monghyr ...	ditto ditto	ditto ditto	58.02	ditto.	
	Jamooie ...	ditto ditto	ditto ditto	47.37	ditto.	
	Begooesera ...	ditto ditto	ditto ditto	41.39	ditto.	
	Deoghur ...	ditto ditto	Not received	56.52	12th Nov. 1871.	
BURDWAN.	Jamtara ...	ditto ditto	Nil	62.53	19th Nov. 1871.	From 13th February.
	Rajmehal ...	ditto ditto	ditto ditto	73.50	ditto	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	ditto ditto	Not received	48.19	12th Nov. 1871.	From 21st May, and not received 9th Oct. to 5th Nov.
	Purneah ...	ditto ditto	Nil	80.33	19th Nov. 1871.	
	Kishengunge ...	ditto ditto	Not received	65.82	12th Nov. 1871.	From 13th June.
	Arrareah ...	Not received	ditto ditto	77.06	1st Oct. 1871.	From 26th June.
	Kamrora Beanleah ...	Nil	Nil	72.51	19th Nov. 1871.	
	Nattore ...	ditto ditto	ditto ditto	85.16	ditto.	
	Bograh ...	ditto ditto	ditto ditto	92.99	ditto.	
	Dinapore ...	ditto ditto	ditto ditto	70.41	ditto.	
RAJSHAHY.	Maldah ...	ditto ditto	ditto ditto	61.69	ditto.	
	Berhampore ...	ditto ditto	ditto ditto	69.07	ditto.	
	Jungipore ...	ditto ditto	ditto ditto	63.15	ditto.	
	Lalbagh ...	ditto ditto	ditto ditto	62.49	ditto	From 16th January.
	Jamcoakandi ...	Not received	Not received	64.86	29th Oct. 1871.	From 17th April, and not received 18th to 24th Sept.
	Pabna ...	Nil	Nil	71.52	19th Nov. 1871.	
	Serajgunge ...	Not received	ditto ditto	76.96	ditto	Not received 6th to 12th Nov.
	Rangpore ...	Nil	ditto ditto	94.15	ditto.	
	Bhowanigunge ...	ditto ditto	Not received	67.31	12th Nov. 1871.	From 22nd January.
	Titalya ...	ditto ditto	0.20	81.08	19th Nov. 1871.	
BURDWAN.	Burdwan ...	ditto ditto	Nil	68.35	ditto.	
	Cutwa ...	ditto ditto	ditto ditto	69.72	ditto	Not received 30th Oct. to 5th Nov.
	Culina ...	ditto ditto	ditto ditto	64.21	ditto	Not received 16th to 22nd October.
	Bood-Bood ...	ditto ditto	ditto ditto	65.20	ditto.	
	Bancoorah ...	ditto ditto	ditto ditto	61.40	ditto.	
	Raneegunge ...	ditto ditto	ditto ditto	54.88	ditto.	
	Sooree ...	ditto ditto	ditto ditto	61.61	ditto.	
	Hooghly ...	ditto ditto	ditto ditto	79.99	ditto.	
	Serampore ...	ditto ditto	ditto ditto	55.41	ditto	From 20th March.
	Jehanabad ...	Not received	Not received	66.66	15th Oct. 1871.	From 21st April.
BURDWAN.	Howrah ...	Nil	Nil	93.36	19th Nov. 1871.	
	Midnapore ...	ditto ditto	ditto ditto	72.02	ditto.	
	Contai { Dy. Collr.'s Office ...	ditto ditto	ditto ditto	87.15	ditto	Not received 16th to 22nd Oct.
BURDWAN.	Contai { Exe. Engr.'s Office ...	ditto ditto	ditto ditto	100.62	ditto.	
	Gurbetta ...	ditto ditto	ditto ditto	62.05	ditto	From 6th February.
BURDWAN.	Tumlook ...	Not received	Not received	70.78	5th Nov. 1871.	

Divisions.	Stations.	Rain from 6th to 12th Nov. 1871.	Rain from 13th to 19th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Inches.	Up to date.	
PRESIDENCY.	Kishnaghar ...	Nil	Not received	60.55	12th Nov. 1871	
	Bongong ...	ditto	ditto	75.11	ditto.	
	Banaghat ...	ditto	ditto	58.00	ditto.	
	Meherpore ...	ditto	ditto	63.21	ditto.	
	Choodangah ...	ditto	ditto	91.35	ditto.	
	Kooshtea ...	ditto	Nil	81.35	19th Nov. 1871.	
	Jessore ...	ditto	ditto	83.10	ditto.	
	Khoolnah ...	ditto	ditto	79.65	ditto	From 18th February.
	Jenidah ...	Not received	Not received	92.82	5th Nov. 1871.	From 6th March.
	Nurail ...	ditto	ditto	61.03	ditto	From 3rd April.
	Magoorah ...	ditto	ditto	41.81	ditto	ditto.
	Bagirhaut ...	ditto	ditto	80.78	ditto	ditto.
	Sangor Island ...	Nil	Nil	109.70	19th Nov. 1871.	
	Calcutta ...	ditto	ditto	93.31	ditto.	
	Alipore { Hospital ...	ditto	ditto	96.39	ditto	Not received 30th Oct. to 5th Nov.
	{ Jail ...	Not received	ditto	97.63	ditto	Not received 6th to 12th Nov.
	Barrackpore ...	ditto	Not received	84.52	1st Oct. 1871.	
	Dum-Dum ...	ditto	ditto	70.51	29th Oct. 1871.	
	Baraset ...	ditto	ditto	69.26	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
	Satkherah ...	ditto	ditto	73.78	ditto	Not received 2nd to 8th October.
DACCA.	Busseerhaut ...	ditto	ditto	74.56	15th Oct. 1871.	
	Diamond Harbour ...	ditto	ditto	80.99	29th Oct. 1871	Not received 25th Sept. to 8th Oct.
	Barripore ...	ditto	ditto	93.80	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
	Dacca { Telegraph Office ...	Nil	Nil	86.74	19th Nov. 1871.	
	{ Jail ...	ditto	ditto	81.90	ditto.	
	Burrisaul ...	ditto	ditto	93.04	ditto.	
	Dowlat Khan ...	Not received	Not received	113.26	5th Nov. 1871	Not received 25th Sept. to 8th Oct.
	Perozepore ...	Nil	Nil	92.45	19th Nov. 1871.	
	Madaripore ...	ditto	ditto	79.70	ditto.	
	Furzedpore ...	ditto	ditto	92.16	ditto.	
	Goalundo ...	ditto	ditto	50.33	ditto	From 5th June.
	Mymensing ...	ditto	Not received	111.04	12th Nov. 1871.	
	Jamalpore ...	ditto	ditto	78.08	ditto.	
CHITTAGONG.	Atteah ...	ditto	Nil	103.65	19th Nov. 1871.	
	Kishoregunge ...	ditto	ditto	117.71	ditto.	
	Sylhet ...	ditto	ditto	144.09	ditto.	
	Cachur ...	ditto	ditto	91.37	ditto.	
	Hylakandy ...	Not received	Not received	92.25	29th Oct. 1871.	
	Koych ...	Nil	ditto	103.63	12th Nov. 1871.	
	Chittagong { Telegraph Office ...	Nil	Nil	102.78	19th Nov. 1871.	
	{ Jail ...	ditto	ditto	107.17	ditto.	
	Cox's Bazar ...	ditto	ditto	163.60	ditto.	
	Rangamatee Hill ...	ditto	ditto	98.78	ditto.	
COCH BEHAR.	Noakhally ...	ditto	ditto	132.83	ditto.	
	Tipperah ...	ditto	ditto	97.43	ditto.	
	Brahmanbariah ...	ditto	Not received	111.32	12th Nov. 1871.	
	Akyab ...	ditto	Nil	199.30	19th Nov. 1871.	
	Coch Behar ...	ditto	ditto	12.54	ditto	From 22nd September.
	Buxa ...	0.70	0.14	167.33	ditto.	
	Goalparah ...	Nil	Nil	85.49	ditto.	
	Dhobree ...	Not received	Not received	67.53	5th Nov. 1871	Not recorded 27th Feb. to 5th Mar
	Tura (Garo Hills) ...	Nil	ditto	107.54	12th Nov. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	124.39	15th Oct. 1871.	
ASSAM.	{ Hospital ...	0.04	0.52	117.02	19th Nov. 1871.	
	Rungbee ...	Not received	Not received	190.91	31st Oct. 1871.	
	Palacottah ...	ditto	ditto	43.97	6th Aug. 1871	Not recorded since 6th August.
	Julpigoree ...	Nil	Nil	91.88	19th Nov. 1871.	
	Boda ...	ditto	ditto	64.08	ditto.	
	Tezporo ...	ditto	Not received	81.12	12th Nov. 1871.	
	Nowgong ...	ditto	0.50	129.81	19th Nov. 1871.	Not received 9th to 15th Oct.
	Mungledye ...	ditto	Not received	67.05	12th Nov. 1871.	From 30th Jan.
	Burpettah ...	ditto	ditto	79.57	ditto	Not received 25th Sept. to 1st Oct.
	Gowhaty ...	ditto	Nil	56.02	19th Nov. 1871.	
SAINAG.	Seebaugor ...	ditto	Not received	115.80	12th Nov. 1871.	
	Jorehaut ...	0.40	ditto	91.89	ditto	From 22nd February.
	Golaghat ...	Nil	ditto	165.58	ditto.	
	Nazeerah ...	0.02	ditto	109.68	ditto.	
	Debrooghur ...	Nil	ditto	103.52	ditto	Not received 23rd Oct. to 5th Mar.
	Suddya ...	ditto	ditto	91.72	ditto	Not received 11th to 21st Sept. and 16th to 22nd Oct.
	Shillong ...	0.01	ditto	69.41	ditto.	From 18th February.
	Cherrapoonjee ...	Nil	0.50	314.15	19th Nov. 1871.	Not received 30th Oct. to 5th Nov.
	Jaowai ...	ditto	Not received	120.60	12th Nov. 1871	Not received 2nd to 8th Oct.
	Sainagoodting ...	ditto	ditto	57.02	ditto	

FANINDRA MOHAN BASU,

For Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 25th November 1871.

Meteorological Telegraphic Report for the period 19th to 25th November 1871

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETRE.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Nov.											
	19th	10	30.021	30.039	78.5	67.4	60	W by S	...	...	...	b
	19th	16	29.922	29.940	80.6	68.0	48	W by S	...	...	CS	b
	20th	10	30.067	30.085	78.8	70.5	63	W by S	...	...	...	b
	20th	16	29.929	29.947	80.6	70.2	55	SSW	...	...	K	b
	21st	10	30.057	30.075	78.0	71.6	71	SSW	...	...	...	b
	21st	16	29.932	29.950	80.6	70.0	55	SW	...	...	...	b
	22nd	10	30.066	30.084	77.0	69.0	64	SW	...	...	...	b
	22nd	16	29.941	29.959	79.8	67.8	51	SW	...	...	...	b
	23rd	10	30.021	30.042	76.8	67.0	56	SW	...	...	...	b
	23rd	16	29.908	29.926	81.0	67.7	48	SW	...	...	CS	b
	24th	10	30.063	30.081	77.0	68.0	60	W by S	...	...	CS	b
SAGOR ISLAND.	24th	16	29.953	29.971	82.5	66.7	40	W	...	...	CS	b
	25th	10	30.039	30.077	75.2	61.2	51	W by N	...	...	...	b
	25th	16	29.939	29.957	80.8	65.0	38	NNW	...	...	...	b
	19th	10	30.028	30.033	79	70	61	N	7.0*	...	C	b, m
	19th	16	29.944	29.950	85	74	57	WNW	4.9*	...	KS	b, m
	20th	10	30.079	30.085	77	74	86	NW	4.9*	...	K	b, m
	20th	16	29.941	29.947	84	73	56	SW	5.4*	...	...	b, m
	21st	10	30.073	30.079	79	72	69	NNW	4.1*	...	K	b
	21st	16	29.963	29.969	83	73	60	SSW	7.7*	...	CS	b
	22nd	10	30.065	30.071	78	74	81	NW	16*	...	K	b
	22nd	16	29.948	29.954	83	75	67	SW	8.1*	...	KS	b
	23rd	10	30.010	30.046	78	71	69	NW	5.7*	...	C, CK	b
CHITTAGONG.	23rd	16	29.929	29.935	81	72	62	WSW	4.5*	...	CS	b, m
	24th	10	30.072	30.078	80	73	66	NW	5.4*	...	C, CK	b
	24th	16	29.970	29.976	85	73	54	NNW	5.1*	...	CS	b
	25th	10	30.072	30.078	78	67	53	N	10.7*	...	C	b
	25th	16	29.961	29.967	81	68	48	N	15.9*	...	CS	b
	19th	10	29.953	30.063	77	70	68	NE	3.9*	...	...	b
	19th	16	29.940	30.052	79	69	58	W	5.1*	...	...	b
	20th	10	29.990	30.102	79	71	65	E	3.8*	...	...	b
	20th	16	29.870	29.982	79	71	65	WNW	4.4*	...	K	b
	21st	10	29.983	30.095	77	70	68	NE	3.4*	...	...	b
	21st	16	29.960	30.072	78	68	54	W	4.1*	...	...	b
MADRAS.	22nd	10	29.983	30.090	77	71	73	NE	3.1*	...	K, CK	b, m
	22nd	16	29.879	29.982	79	71	65	W	3.6*	...	...	b
	23rd	10	29.953	30.068	77	71	73	NE	3.1*	...	...	b
	23rd	16	29.847	29.959	80	70	53	NW	4.4*	...	...	b
	24th	10	29.976	30.089	76	70	72	NE	2.8*	...	...	b
	24th	16	29.870	29.982	79	68	54	W	4.7*	...	...	b
	25th	10	29.948	30.058	86	76	72	N	6.3*	...	...	b
	25th	16	29.852	29.964	79	69	58	W	4.9*	...	...	b
	18th	10	30.043	30.078	84	76	67	NE	9*	...	...	b, c
	18th	16	29.946	29.974	82	75	70	NE by N	11*	...	...	b, c
	19th	10	30.012	30.042	83	75	67	NE by N	9*	...	...	b, c
	19th	16	29.909	29.939	82	74	66	NE by N	10*	...	...	b, c
CUTTACK.	20th	10	30.003	30.033	82	73	63	NNE	11*	...	...	b, c
	20th	16	29.903	29.933	81	73	66	NNE	10*	...	...	b, c
	21st	10	29.902	30.023	81	74	70	NE by N	11*	...	...	b, c
	21st	16	29.861	29.891	77	74	86	NNE	10*	0.11	...	o
	22nd	10	29.990	30.020	77	74	86	NNE	9*	0.11	...	o
	22nd	16	29.864	29.894	78	75	86	NNE	5*	1.13	...	o
	23rd	10	29.954	29.984	75	74	95	NE	9*	2.78	...	o
	23rd	16	29.875	29.905	75	74	95	NE by E	6*	0.12	...	b, c
	24th	10	30.062	30.032	70	69	94	E by N	5*	...	...	b, c
	24th	16	29.880	29.910	82	77	78	E NE	5*	0.01	...	b, c
	18th	10	29.993	30.076	79	74	77	Calm	...	...	KS	fair
	18th	16	29.870	29.952	88	72	43	NW	2*	...	...	fair
ARTAB.	19th	10	29.893	29.976	79	73	73	Calm	...	...	...	fair
	19th	16	29.863	29.945	88	70	37	NNE	1*	...	...	fair
	20th	10	30.016	30.099	80	68	51	Calm	...	...	...	fair
	20th	16	29.863	29.945	85	68	37	N	3*	...	...	b, fair
	21st	10	29.906	30.079	80	69	54	NE	1*	...	...	b, fair
	21st	16	29.875	29.957	85	68	37	NNE	3*	...	...	fair
	22nd	10	29.996	30.079	79	71	65	Calm	...	...	...	fair
	22nd	16	29.858	29.940	86	69	38	WNW	2.2*	...	C	cloudy
	23rd	10	29.981	30.094	78	70	65	ESE	3*	...	CK, C	cloudy
	23rd	16	29.869	29.951	82	68	45	NW	1.8*	...	C, CK	cloudy
	24th	10	29.936	30.019	79	68	54	SSW	4*	...	C	cloudy
	24th	16	29.885	29.967	85	70	44	WNW	1.8*	...	C, CK	o
ARTAB.	19th	10	30.012	30.027	76	73	86	NE	1	...	C, CS, KS, CK	b
	19th	16	29.926	29.941	82	74	66	SW	1	...	K, KS, S, CK, C, CS	b
	20th	10	30.052	30.067	78	74	61	NNE	1	...	K, KS, C, CS	b
	20th	16	29.914	29.929	83	75	67	SSW	1	...	K, CK, KS	b
	21st	10	30.040	30.055	78	74	81	ENE	1	...	K, KS	b
	21st	16	29.924	30.039	82	74	66	WNW	1	...	KS, K, CS, C, CK, S	b
	22nd	10	30.030	30.045	77	74	86	ENE	1	...	C, K, CK	b
	22nd	16	29.926	29.941	81	74	70	WNW	1	...	C, K, CK	b
	23rd	10	30.012	30.027	76	71	77	NE	1	...	C, CS	b
	23rd	16	29.909	29.924	81	73	66	W	1	...	K, CK, C	b
	24th	10	30.035	30.049	75	71	81	ENE	1	...	CK	b
	24th	16	29.932	29.947	80	72	66	WNW	1	...	...	b
ARTAB.	25th	10	30.005	30.019	75	70	76	ENE	1	...	...	b
	25th	16	29.892	29.907	80	72	66	WNW	1	...	CS, K	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 25th November 1871.FANINDRA MOHAN BASU,
For Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st November 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			H	Miles.	In.		
Nov.	15th	29.942	85.5	73.5	140.0	78.5	73.2	69.5	0.75	SSW & W by S	...	67.8	...	...	Clear.
	16th	931	85.7	73.5	139.0	78.6	72.4	68.1	.71	W by S & W by N	...	90.7	...	...	Chiefly clear.
	17th	984	84.4	71.5	148.0	77.1	70.8	66.4	.71	W by N & W	...	57.7	...	...	Clear. Slightly foggy at 11 P.M.
	18th	993	83.2	70.5	139.8	76.2	70.8	67.0	.74	W & W by S	...	72.2	...	...	Chiefly clear. Slightly foggy from 7 to 9 P.M.
	19th	968	82.5	69.0	137.8	75.2	68.2	63.3	.68	W by S	...	52.4	...	☾	Clear.
	20th	993	82.6	69.5	138.8	75.5	69.7	65.6	.73	W by S & S W	...	73.2	...	...	Clear and cumuli. Foggy from 7 to 10 P.M.
	21st	992	82.0	69.5	137.5	75.2	69.9	66.2	.75	SSW & S W	...	43.4	...	...	Clear and cumuli. Slightly foggy at 8 and 9 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain-gauge is $1\frac{1}{2}$ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	16.7
The max. temperature during the past seven days	...	85.7
The max. temperature during the corresponding period of the past year	...	82.0
The mean humidity during the past seven days	...	0.72
The mean humidity during the corresponding period of the past year	...	0.73
		Inches.
The total fall of rain from 15th to 21st	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years	...	0.03
Ditto between the 1st January and the 21st November	...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...	...	68.87

CALCUTTA,
The 24th November 1871.

GOPRENAUTH SEN,
In charge of the Observatory.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
October 1871.**

• LATITUDE $22^{\circ} 33' 1''$ north. Longitude $88^{\circ} 20' 34''$ east. Height of the cistern of the standard barometer above the sea-level, 18.11 feet.

MONTHLY RESULTS.				Inches.
Mean height of the barometer for the month	...	...	...	29.804
Max. height of the barometer occurred at 9 A.M. on the 16th	...	...	...	29.977
Min. height of the barometer occurred at 3 P.M. on the 26th	...	...	...	29.624
Extreme range of the barometer during the month	...	...	...	0.353
Mean of the daily max. pressures	...	...	...	29.867
Ditto ditto min. ditto	...	...	...	29.748
Mean daily range of the barometer during the month	...	...	...	0.119
<hr/>				°
Mean dry bulb thermometer for the month	...	...	...	81.6
Max. temperature occurred at 3 P.M. on the 4th	...	...	...	92.0
Min. temperature occurred at 5 & 6 A.M. on the 26th & 27th	...	...	...	71.0
Extreme range of the temperature during the month	...	...	...	21.0
Mean of the daily max. temperature	...	...	...	87.1
Ditto ditto min. ditto	...	...	...	77.1
Mean daily range of the temperature during the month	...	...	...	10.0
<hr/>				°
Mean wet bulb thermometer for the month	...	...	...	76.7
Mean dry bulb thermometer above mean wet bulb thermometer	...	...	...	4.9
Computed mean dew-point for the month	...	...	...	73.3
Mean dry bulb thermometer above computed mean dew-point	...	...	...	8.3
<hr/>				Inches.
Mean elastic force of vapour for the month	...	...	...	0.809
<hr/>				Troy grain.
Mean weight of vapour for the month	...	...	...	8.70
Additional weight of vapour required for complete saturation	...	...	...	2.64
Mean degree of humidity for the month, complete saturation being unity	...	...	...	0.77
<hr/>				°
Mean max. solar radiation thermometer for the month	...	...	...	145.6
<hr/>				Inches.
Rained 9 days,—max. fall of rain during 24 hours	...	...	...	2.58
Total amount of rain during the month	...	...	...	7.03
Total amount of rain indicated by the gauge* attached to the anemometer during the month	...	...	...	6.20
Prevailing direction of the wind	...	...	...	W N W, N W & S by W.

* Height, 70 feet 10 inches above ground.

The 28th November 1871.

GOPEENATH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 11th November 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts. £			
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	94,671	1,76,518 3 10	18,180 16 9	611,525 0	3,89,710 5 9	35,723 9 0	51,904 5 9	
Or per mile of railway		137 14 6	12 12 10	.....	304 7 4	27 18 2	40 11 0
For previous 18 weeks of half-year	1,660,933	21,03,363 10 10	192,808 6 9	7,423,385 0	43,73,330 7 9	400,888 12 6	593,696 19 3	
Total for 19 weeks ...	1,755,604	22,79,881 14 8	208,989 3 6	8,034,910 0	47,63,040 13 6	436,612 1 6	645,601 5 0	
COMPARISON.								
Total for corresponding week of previous year	95,834½	1,75,215 1 7	16,061 7 8	534,760 0	3,71,131 4 0	34,029 7 3	50,081 14 11	
Per mile of railway corresponding week of previous year ... ..	.....	154 13 7	14 3 11	.....	328 0 0	30 1 4	44 5 3
Total to corresponding date of previous year	1,738,777	24,28,699 8 10	222,630 15 10	8,856,211 20	63,33,824 1 7	580,600 10 10	803,231 6 8	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 11th November 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	5,002	15,636 6 7	1,432 15 9	69,754 20	20,003 7 3	1,833 13 0	3,266 8 9
Or per mile of railway ...	.....	70 1 5	6 8 6	.....	89 11 3	8 4 5	14 12 11
For previous 18 weeks of half-year ...	64,847½	1,59,375 3 3	14,609 7 10	704,780 30	1,87,204 15 3	17,160 9 1	31,769 16 11
Total for 19 weeks ...	69,939½	1,75,005 9 10	16,042 3 7	774,535 10	2,07,208 6 0	18,994 2 1	35,036 5 8
COMPARISON.							
Total for corresponding week of previous year ...	3,761½	18,498 15 4	1,695 14 9	43,225 0	17,240 0 6	1,680 0 9	3,276 1 6
Per mile of railway corresponding week of previous year ...	.....	82 15 3	7 12 1	.....	77 5 0	7 1 9	14 13 10
Total to corresponding date of previous year ...	66,307½	1,90,825 8 8	17,492 6 10	415,400 30	134,119 14 6	12,294 6 6	29,786 13 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 11th November 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	25,894½	16,215 12 3	1,486 8 11	41,516 29½	46,379 5 7	4,251 8 10	5,787 17 9
Or per mile of railway ...	165	103 9 10	9 10 0	265 0	296 5 8	27 3 3	36 13 3
For previous 19 weeks of half-year ...	475,702	2,45,568 8 6	22,510 9 1	1,199,525 16½	4,30,904 8 9	39,508 14 10	62,019 3 11
Total for 20 weeks ...	501,596½	2,61,784 4 9	23,996 18 0	1,241,041 37	4,77,283 14 4	43,760 3 8	67,757 1 9
COMPARISON.							
Total for corresponding week of previous year ...	33,814	17,129 15 8	1,570 4 11	118,163 36	28,830 9 1	2,642 16 0	4,213 0 11
Per mile of railway corresponding week of previous year ...	299	151 4 2	13 17 4	1,043 0	254 9 2	23 6 8	37 4 0
Total to corresponding date of previous year ...	491,908	2,52,755 8 0	23,109 5 2	2,221,046 30	4,96,945 6 0	45,553 6 5	68,722 11 7

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 11th November 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,426½	717 6 0	71 14 9	14,617 29	451 0 6	45 2 1	116 16 10
Or per mile of railway ...	160	25 10 0	2 11 3	522 2	16 1 9	1 12 3	4 3 6
For previous 5 weeks of half-year ...	19,031	3,274 12 9	327 9 7	62,345 29	2,028 13 6	202 17 8	530 7 3
Total for 6 weeks ...	23,527½	3,992 2 9	399 4 4	76,963 0	2,479 14 0	247 19 9	647 4 1
COMPARISON.							
Total for corresponding week of previous year ...	4,065½	868 3 0	86 16 4	13,537 30	432 1 3	43 4 2	150 0
Per mile of railway corresponding week of previous year ...	167	31 0 1	3 2 0	483 0	15 0 10	1 10 10	4 12 10
Total to corresponding date of previous year ...	22,539½	4,225 12 9	412 11 6	59,492 3	1,912 10 0	191 5 8	613 16 10

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 18th November 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£. s. d.
Total traffic for the week	89,902	1,59,874 5 6	14,655 3 0	582,936 20	3,75,877 9 3	34,455 8 11	49,110 11 11
Or per mile of railway ... ..	.....	124 14 5	11 9 0	.....	293 10 6	26 18 4	38 7 4
For previous 19 weeks of half-year	1,755,004	22,79,881 14 8	208,989 3 6	8,034,910 0	47,63,040 13 6	436,612 1 6	645,601 5 0
*							
Total for 20 weeks	1,845,506	24,39,756 4 2	223,644 6 6	8,617,846 20	51,38,918 6 4	471,067 10 5	694,711 16 11
COMPARISON.							
Total for corresponding week of previous year	96,102	1,78,571 0 6	16,369 0 3	499,212 10	3,51,929 1 7	32,260 3 4	48,629 3 7
Per mile of railway corresponding week of previous year ... ..	.....	157 13 1	14 9 4	.....	311 0 6	28 10 3	42 19 7
Total to corresponding date of previous year	1,834,879	26,07,270 9 4	238,999 16 1	9,355,423 30	66,85,753 3 2	612,860 14 2	851,860 10 3

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 18th November 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,015	21,359 13 0	1,957 19 8	49,019 30	14,320 6 0	1,312 14 0	3,270 13 8
Or per mile of railway ...	.....	95 12 7	8 15 7	.....	64 3 5	5 17 9	14 13 4
For previous 19 weeks of half-year	69,939½	1,75,005 9 10	16,042 3 7	774,535 10	2,07,208 6 6	18,994 2 1	35,036 5 8
Total for 20 weeks ...	75,954½	1,96,365 6 10	18,000 3 3	823,555 0	2,21,528 12 6	20,306 16 1	38,506 19 4
COMPARISON.							
Total for corresponding week of previous year ...	4,818½	22,151 6 3	2,028 14 2	34,757 30	11,377 13 3	1,042 19 4	3,071 13 6
Per mile of railway corresponding week of previous year ...	.....	99 3 11	9 1 11	.....	51 0 4	4 13 7	13 15 6
Total to corresponding date of previous year ...	71,126	2,12,956 14 11	19,521 1 0	459,158 20	1,45,497 11 9	13,337 5 10	32,858 0 10

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 18th November 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	26,264½	17,368 6 9	1,592 2 1	33,546 29	21,783 7 1	1,999 16 4	3,588 18 5
Or per mile of railway ...	168	110 15 8	10 3 6	214 0	139 3 1	12 15 2	23 18 8
For previous 20 weeks of half-year	591,596½	2,61,784 4 9	23,996 18 0	1,241,641 37	4,77,283 14 4	43,760 3 8	67,757 1 8
Total for 21 weeks ...	527,861	2,79,152 11 6	25,589 0 1	1,274,588 17	4,99,067 5 5	45,757 0 0	71,346 0 1
COMPARISON.							
Total for corresponding week of previous year ...	25,865	15,608 15 5	1,439 16 6	105,789 18	24,721 1 5	2,266 2 0	3,606 18 6
Per mile of railway corresponding week of previous year ...	228	137 13 3	12 12 8	934 0	218 4 7	20 0 3	32 12 11
Total to corresponding date of previous year ...	517,773	2,63,364 7 5	24,609 1 8	2,326,836 8	5,21,606 7 5	47,819 8 5	72,419 10 1

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 18th November 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,254½	874 13 3	87 9 8	14,326 0	430 9 3	43 1 2	130 19 10
Or per mile of railway ...	223	31 3 11	3 2 0	511 23	15 6 1	1 10 9	4 13 3
For previous 6 weeks of half-year	23,527½	3,992 2 9	399 4 4	76,963 0	2,479 14 0	247 19 9	647 4 1
Total for 7 weeks ...	29,783	4,867 0 0	436 14 0	91,289 0	2,910 7 3	291 0 11	777 14 11
COMPARISON.							
Total for corresponding week of previous year ...	5,513	687 12 3	83 15 7	10,659 0	332 6 6	33 4 10	122 0 5
Per mile of railway corresponding week of previous year ...	197	31 11 4	3 3 5	381 0	11 13 11	1 3 9	4 7 2
Total to corresponding date of previous year ...	27,911½	5,113 9 0	511 7 1	70,151 3	2,235 1 3	224 10 2	735 17 3

Printed and published by EDWIN MORRIS LEWIS, at the Printing Office of the Bengal Secretariat, No. 28, Chowringhee, in the
City of Calcutta—November 29, 1871.

No. 49

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, DECEMBER 6, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Rainfall, Weather and State and Prospects of the Crops.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 2nd December 1871.

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhangulpore	Dec. 2nd	0	Favorable	Outturn of rice is expected to be good. Cold weather crops flourishing; a little more rain necessary.	
2	Monghyr	" 2nd	0	Good	Satisfactory.	
3	Purneah	Nov. 11th	0	Fair	Aughany crops good where not destroyed or damaged by inundation.	
4	Rajmehal	Dec. 2nd	0	Fair. Cold increasing.	Rice being reaped; cold weather crops promising.	
5	Deoghur	" 2nd	0	Favorable	Good.	
6	Nya Doomka	" 2nd	0	Cold and dry	Crops not so good as in last year.	
7	Godda	" 2nd	0	Cold and high westerly wind.	Rice poor; rain wanted for the cold weather crops.	
8	Pakour	" 2nd	0	Fine	Eight or ten-anna rice expected. Mustard and other crops good.	
9	Jamtara	" 2nd	0	Seasonable	Satisfactory.	
10	Patna	" 2nd	0	Fine and dry	Rice harvest commenced.	
11	Gya	" 2nd	0	Fine	Favorable.	
12	Chumparun	" 2nd	0	Cool	Rice harvest commenced; spring crops sown; mustard has flowered, and wheat and barley doing well.	
13	Sarun	" 2nd	0	Fine and seasonable.	Rice being reaped; it and other crops are fair. Full outturn is not expected in any.	Fever prevails in the north of the district.
14	Shahabad	" 2nd	0	Dry and fair	Rice being reaped; the spring crop almost sown.	
15	Tirhoot	" 2nd	0	Clear and cold	Rice good where not damaged by rain.	
16	Rajshahye	Nov. 30th	0	Cool and pleasant	All crops flourishing; rice being reaped.	Cholera, small-pox, and cattle disease in some places.
17	Bogra	Dec. 1st	0	Good	Excellent.	
18	Dinagopore	" 2nd	0	Cool	Good, except on high lands.	
19	Maldah	" 2nd	0	Fair	Good.	
20	Moorshedabad	" 2nd	0	Fair	Spring crops good; kalai not favorable.	Cholera has not disappeared as yet.
21	Pubna	" 2nd	0	Fine and seasonable.	Good.	
22	Rungpore	" 2nd	0	Fair and cool	Good. The harvest is becoming general.	
23	Burdwan	" 2nd	0	Fair	Amun good; winter crops promising.	
24	Bancoorah	" 2nd	0	Cool	Paddy being reaped; winter crops progressing well.	
25	Beerbhoom	" 2nd	0	Cool	Good. Harvest operations commenced.	
26	Hooghly	" 2nd	0	Clear	Amun very good, except where destroyed by the floods; reaping commenced.	
27	Howrah	" 2nd	0	Favorable	Satisfactory.	
28	Midnapore	" 1st	0	Cold and dry	Very good nearly throughout the district.	
29	Nuddea	" 2nd	0	Clear and dry	Rice being reaped; other crops good.	Cattle disease decreasing; health of the people good; few cases of cholera.
30	Jessore	" 1st	0	Generally clear	Favorable.	
31	24-Pergunnahs	" 2nd	0	Fair	Good where there has been no inundation.	
32	Dacca	" 2nd	0	Seasonable	Good.	
33	Bachergunge	" 2nd	0	Fair	Favorable.	
34	Furreedpore	" 2nd	0	Cool and pleasant	Excellent.	General health good.
35	Mymensingh	Nov. 24th	0	Fine	Very good.	
36	Sylhet	" 25th	0	Cold weather setting in.	Good.	
37	Cachar	" 25th	0	Fair	Very good; reaping going on.	

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
38	Chittagong	Nov. 24th	0	Fine	Generally favorable, though some damage is done by salt-water inundation.	
39	Noakhally or Bulloah.	" 24th	0	Fair	Good.	
40	Tipperah	Dec. 1st	0	Fair	Good.	
41	Hill Tracts of Chittagong.	Nov. 25th	0	Generally foggy	Good.	
42	Cuttack	Dec. 2nd	0	Fair	Good.	
43	Balasore	" 2nd	0	Good	Paddy nearly reaped: it is above the average. Spring crops promising well.	
44	Pooree	Nov. 24th	0	Fine and rather hot.	Generally good, though there have been heavy losses in some parts of the district.	
45	Hazareebaugh	" 2nd	0	Dry	Favorable.	
46	Lohardugga	Dec. 1st	0	Fine	Favorable, but more rain required for the spring crops.	
47	Maunbhoom	" 2nd	0	Fine	Rice much damaged. Other crops suffering from want of rain.	
48	Singbhoom	Nov. 24th	0	Dry and cold	Favorable.	
49	Durrung	" 25th	0.9	Variable	Rice good; reaping began. Other crops fair.	
50	Nowgong	" 24th	1.1	Fair and cool	Good.	
51	Sebsaugor	" 24th	2.1	Cool and healthy	Satisfactory.	
52	Kamroop	" 25th	0	Cold and dry	Rice favorable.	
53	Luckimpore	" 25th	0.2	Excellent	Satisfactory. Reaping commenced.	
54	Khasi and Jynteah Hills.	" 24th	0	Fine and seasonable.	Good.	
55	Naga Hills	" 17th	0.5	Mostly cloudy	Rice nearly gathered. Cotton good; it is being plucked.	
56	Julpigoree	Dec. 1st	0	Cool	Amun being reaped; six-anna loss expected.	
57	Gowalparah	Nov. 25th	0.2	Foggy and cloudy	Winter crops promising, but for want of rain extent of cultivation has been limited.	
58	Garo Hills	" 25th	0	Fair	Cotton good.	
59	Darjeeling	Dec. 2nd	0	Healthy	On the hills good. In the terai rice has suffered from want of rain by about one-fourth.	
60	Cooch Behar	Nov. 25th	0	Seasonable	The crops are being cut.	

Published for general information.

FORT WILLIAM:
The 5th December 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rain from 13th to 19th Nov. 1871.	Rain from 20th to 26th Nov. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Inches	Up to date.	
CHOTA NAGPORE.	Cuttack { Telegraph Office ...	Inches. Nil.	Inches. Nil	56.28	26th Nov. 1871.	
	{ Jail ...	ditto	ditto	50.23	ditto.	
	False Point ...	0.20	ditto	89.29	ditto.	
	Jajipore ...	Nil	ditto	89.12	ditto.	
	Kendraparah ...	ditto	ditto	48.30	ditto.	
	Jugutsingapore ...	ditto	ditto	50.03	ditto.	
	Sumbulpore ...	ditto	Not received	41.76	19th Nov. 1871.	
	Balasore ...	ditto	Nil	83.86	26th Nov. 1871.	
	Bhuddruck ...	ditto	Not received	52.98	19th Nov. 1871.	
	Poorce ...	ditto	Nil	55.32	26th Nov. 1871.	
PATNA.	Khoordah ...	Not received	Not received	56.42	29th Oct. 1871.	
	Hazareebaugh Jail ...	Nil	Nil	55.66	26th Nov. 1871.	
	Burhee ...	ditto	ditto	49.02	ditto.	
	Pachamba ...	ditto	ditto	57.32	ditto.	
	Ranchee ...	ditto	ditto	61.43	ditto.	
	Palamow ...	ditto	ditto	51.56	ditto.	
	Purulia ...	ditto	ditto	61.20	ditto.	
	Gobindpore ...	ditto	ditto	53.91	ditto	From 12th June.
	Chyebassa ...	ditto	ditto	58.42	ditto.	
	Patna (Bankipore) ...	ditto	ditto	59.32	ditto.	
BHAUGULPORE.	Dinapore Jail ...	ditto	ditto	58.03	ditto.	
	Behar ...	ditto	Not received	54.22	19th Nov. 1871.	
	Barh ...	ditto	Nil	37.64	26th Nov. 1871.	
	Gya ...	ditto	ditto	47.97	ditto.	
	Sherghotty ...	ditto	ditto	46.17	ditto	Not received 16th to 22nd Oct.
	Nowadah ...	ditto	ditto	53.90	ditto	Not received 2nd to 8th Oct.
	Arungabad ...	ditto	ditto	39.33	ditto.	
	Chumparan ...	ditto	Not received	59.53	19th Nov. 1871	Not received 9th Oct. to 5th Nov.
	Bettiah ...	ditto	Nil	61.93	26th Nov. 1871	From 5th June, and not received 9th to 22nd Oct.
	Chuprah ...	ditto	ditto	75.67	ditto.	
RAJSHAHYE.	Sewan ...	ditto	ditto	83.61	ditto.	
	Mozufferpore ...	Not received	ditto	77.02	ditto	Not received 13th to 19th Nov.
	Durbhangah ...	ditto	Not received	78.70	12th Nov. 1871	Not received 9th to 22nd Oct.
	Seetamarce ...	ditto	Nil	63.89	26th Nov. 1871	Not received 9th Oct. to 19th Nov.
	Tajpore ...	Nil	Not received	52.98	19th Nov. 1871	Not recorded 6th to 19th March, and not received 23rd to 29th Oct.
	Mudhubani ...	ditto	Nil	60.61	26th Nov. 1871	From 1st April, and not received 16th to 22nd Oct.
	Hajipore ...	ditto	ditto	50.92	ditto	From 22nd May.
	Arrah ...	ditto	ditto	60.89	ditto.	
	Buxar ...	ditto	ditto	72.48	ditto.	
	Sasseram ...	ditto	ditto	52.55	ditto	Not received 30th Oct. to 5th Nov.
BURDWAN.	Bhubhooh ...	Not received	Not received	61.37	5th Nov. 1871.	
	Benares ...	Nil	ditto	55.13	19th Nov. 1871.	
	Bhaugulpore ...	ditto	ditto	37.62	ditto	Not received 9th Oct. to 12th Nov.
	Mudheypoorah ...	ditto	ditto	56.23	ditto	Not received 30th Oct. to 12th Nov.
	Banka ...	ditto	Nil	49.24	26th Nov. 1871.	
	Soopool ...	ditto	ditto	32.29	ditto	From 14th August.
	Monghyr ...	ditto	ditto	58.02	ditto.	
	Jamooie ...	ditto	ditto	47.37	ditto.	
	Begoeserai ...	ditto	ditto	41.39	ditto.	
	Deoghur ...	ditto	ditto	56.52	ditto.	
RAJSHAHYE.	Jamtara ...	ditto	ditto	62.53	ditto	From 13th February.
	Rajmehal ...	ditto	ditto	73.50	ditto	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	ditto	ditto	48.19	ditto	From 21st May, and not received 9th Oct. to 5th Nov.
	Parneah ...	ditto	Not received	80.33	19th Nov. 1871.	
	Kishengunge ...	ditto	ditto	65.82	ditto	From 13th June.
	Arrareah ...	Not received	ditto	77.06	1st Oct. 1871	From 26th June.
	Rampore Beaulah ...	Nil	Nil	72.51	26th Nov. 1871.	
	Nattore ...	ditto	ditto	85.16	ditto.	
	Bograh ...	ditto	ditto	92.99	ditto.	
	Dinapore ...	ditto	ditto	70.41	ditto.	
BURDWAN.	Maldah ...	ditto	ditto	61.69	ditto.	
	Berhampore ...	ditto	ditto	59.07	ditto.	
	Jungipore ...	ditto	ditto	63.15	ditto.	
	Lalbagh ...	ditto	ditto	62.49	ditto	From 16th January.
	Jamoonkandi ...	Not received	Not received	64.86	29th Oct. 1871	From 17th April, and not received 18th to 24th Sept.
	Pobna ...	Nil	Nil	71.52	26th Nov. 1871.	
	Serajgunge ...	ditto	ditto	76.96	ditto	Not received 6th to 12th Nov.
	Rangpore ...	ditto	ditto	94.15	ditto.	
	Bhowanigunge ...	ditto	ditto	67.31	ditto	From 22nd January.
	Titalya ...	0.20	ditto	81.68	ditto.	
BURDWAN.	Burawan ...	Nil	ditto	68.35	ditto.	
	Cutwa ...	ditto	ditto	60.72	ditto	Not received 30th Oct. to 5th Nov.
	Culna ...	ditto	ditto	64.21	ditto	Not received 16th to 22nd October.
	Bood-Bood ...	ditto	ditto	65.20	ditto.	
	Bancoorah ...	ditto	ditto	61.40	ditto.	
	Raneegunge ...	ditto	ditto	54.88	ditto.	
	Sooree ...	ditto	ditto	61.61	ditto.	
	Hooghly ...	ditto	ditto	79.99	ditto.	
	Serampore ...	ditto	ditto	55.41	ditto	From 20th March.
	Jehanabad ...	Not received	Not received	66.66	15th Oct. 1871	From 21st April.
BURDWAN.	Howrah ...	Nil	Nil	93.36	26th Nov. 1871.	
	Midnapore ...	ditto	ditto	72.02	ditto.	
	Contai { Dy. Collr.'s Office ...	ditto	Not received	87.15	19th Nov. 1871	Not received 16th to 22nd Oct.
BURDWAN.	{ Exe. Engr.'s Office ...	ditto	ditto	100.62	ditto.	
	Gurbetta ...	ditto	ditto	62.05	ditto	From 6th February.
	Tunlook ...	Not received	ditto	70.78	5th Nov. 1871.	

DIVISIONS.	Stations.	Rain from 13th to 18th Nov. 1871.	Rain from 20th to 26th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Inches.	Up to date.	
PRESIDENCY.	Kishnaghur	Not received	Not received	60.55	12th Nov. 1871.	
	Bongong	ditto	ditto	75.11	ditto.	
	Ranaghat	ditto	ditto	58.00	ditto.	
	Meherpore	ditto	ditto	63.21	ditto.	
	Chooadagah	ditto	ditto	91.35	ditto.	
	Kooshtea	Nil	Nil	81.35	26th Nov. 1871.	
	Jessore	ditto	ditto	83.10	ditto.	
	Khoolnah	ditto	ditto	79.65	ditto	From 16th February.
	Jenidah	Not received	Not received	92.62	5th Nov. 1871	From 6th March.
	Nurail	ditto	ditto	61.03	ditto	From 3rd April.
	Magoorah	ditto	ditto	41.81	ditto	ditto.
	Bagirhaut	ditto	ditto	80.78	ditto	ditto.
	Saugor Island	Nil	Nil	100.70	26th Nov. 1871.	
	Calcutta	ditto	ditto	93.31	ditto.	
	Alipore { Hospital...	ditto	ditto	96.39	ditto.	
	Alipore { Jail ...	ditto	ditto	97.63	ditto	Not received 6th to 12th Nov.
	Barrackpore	ditto	ditto	84.52	ditto	Not received 2nd to 29th Oct.
	Dum-Dum	ditto	ditto	70.51	ditto.	
	Saraset	ditto	ditto	69.26	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
	Satkherah	ditto	ditto	73.78	ditto	Not received 2nd to 8th October.
DACCA.	Busseerhaut	ditto	ditto	74.56	ditto	Not received 16th to 29th Oct.
	Diamond Harbour	ditto	ditto	89.99	ditto	Not received 25th Sept. to 8th Oct.
	Barripore	ditto	ditto	93.80	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
	Dacca { Telegraph Office	ditto	ditto	86.74	ditto.	
	Dacca { Jail ...	ditto	ditto	81.90	ditto.	
	Burrisaul	ditto	Not received	93.04	19th Nov. 1871.	
	Dowlat Khan	Not received	ditto	113.26	5th Nov. 1871	Not received 25th Sept. to 8th Oct.
	Perosepore	Nil	Nil	92.45	26th Nov. 1871.	
	Madaripore	ditto	ditto	79.70	ditto.	
	Furzedpore	ditto	ditto	92.16	ditto.	
	Goalundo	ditto	ditto	59.33	ditto	From 5th June.
	Mymensing	ditto	Not received	111.04	19th Nov. 1871.	
	Jamalpore	Not received	ditto	78.08	12th Nov. 1871.	
CHITTAGONG.	Atteah	Nil	Nil	103.65	26th Nov. 1871.	
	Kishoregunge	ditto	ditto	117.71	ditto.	
	Sylhet	ditto	Not received	144.09	19th Nov. 1871.	
	Cachar	ditto	ditto	91.37	ditto.	
	Hylakandy	Not received	ditto	92.25	29th Oct. 1871.	
	Koyah	Nil	ditto	103.68	19th Nov. 1871.	
	Chittagong { Telegraph Office	ditto	Nil	102.78	26th Nov. 1871.	
	Chittagong { Jail ...	ditto	ditto	107.17	ditto.	
	Cox's Bazar	ditto	Not received	163.60	19th Nov. 1871.	
	Rangamatee Hill	ditto	Nil	98.78	26th Nov. 1871.	
COCH BEHAR.	Noakhally	ditto	ditto	132.83	ditto.	
	Tipperah	ditto	ditto	97.43	ditto.	
	Brahmanbariah	ditto	ditto	111.32	ditto.	
	Akyab	ditto	ditto	199.30	ditto.	
	Cooch Behar	ditto	ditto	12.54	ditto	From 27th September.
	Buxa	0.14	0.18	167.51	ditto.	
	Goniparah	Nil	0.20	85.69	ditto.	
	Dhoobree	Not received	Not received	67.53	5th Nov. 1871	Not recorded 27th Feb. to 5th Mar.
	Tura (Garó Hills)	Nil	Nil	107.54	26th Nov. 1871.	
	Darjeeling { Telegraph Office	Not received	Not received	124.54	31st Oct. 1871.	
ASAM.	Darjeeling { Hospital ...	0.52	0.08	117.10	26th Nov. 1871.	
	Rungbee	Not received	Not received	190.91	31st Oct. 1871.	
	Falacottah	ditto	ditto	43.97	6th Aug. 1871	Not recorded since 6th August.
	Julpigooree	Nil	Nil	91.86	26th Nov. 1871.	
	Boda	ditto	Not received	64.08	19th Nov. 1871.	
	Tezporé	0.89	ditto	82.01	ditto.	
	Nowgong	0.50	0.60	127.41	26th Nov. 1871	Not received 9th to 15th Oct.
	Mungledye	0.05	Not received	67.10	19th Nov. 1871	From 30th Jan.
	Borpettah	Nil	ditto	79.57	ditto	Not received 25th Sept. to 1st Oct.
	Gowhaty	ditto	Nil	56.02	26th Nov. 1871.	
ASAM.	Sebsaugor	0.43	Not received	116.26	19th Nov. 1871.	
	Jorehaut	Not received	ditto	91.89	12th Nov. 1871	From 22nd February.
	Golaghat	0.11	ditto	105.69	19th Nov. 1871.	
	Nazeerah	0.26	ditto	109.84	ditto.	
	Debrooghur	2.50	ditto	106.02	ditto	Not received 23rd Oct. to 5th Nov.
	Suddya	Nil	ditto	91.72	ditto	Not received 11th to 24th Sept., and 16th to 22nd Oct.
	Shillong	0.30	Nil	69.71	26th Nov. 1871.	From 18th February.
	Cherrapunjee	0.30	Not received	314.15	19th Nov. 1871.	Not received 30th Oct. to 5th Nov.
	Jaowai	Nil	ditto	120.60	ditto	Not received 2nd to 8th Oct.
	Samooogoodting	0.46	ditto	57.48	ditto	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 2nd December 1871.

Meteorological Telegraphic Report for the period 26th November to 2nd December 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Nov.											
	26th	10	30.035	30.054	74.0	63.5	52	N N W	...	...	C	b
	16		29.896	29.914	80.0	65.0	40	N W	...	...	...	b
	27th	10	29.886	29.905	73.0	62.0	50	W N W	...	...	...	b
	16		29.865	29.883	78.4	62.0	34	N W	...	...	...	b
	28th	10	30.035	30.054	73.4	64.5	58	W N W	...	...	...	b
	16		29.913	29.931	77.5	66.4	53	N N W	...	...	...	b
	29th	10	30.026	30.045	73.8	65.5	61	N N W	...	...	...	b
	16		29.887	29.905	79.4	68.0	55	N W	...	...	C	b
	30th	10	29.969	29.987	75.5	68.0	66	W N W	...	...	...	b
	16		29.854	29.872	81.0	67.4	46	W by N	...	...	...	b
	Dec.											
SAUGOR ISLAND.	1st	10	30.003	30.021	77.2	70.8	73	W S W	...	...	C	b
	16		29.880	29.898	81.2	72.0	62	W S W	...	...	...	b
	2nd	10	30.071	30.089	78.1	68.7	61	E N E	...	...	...	b
	16		29.949	29.967	80.0	68.0	51	N	...	...	...	b
	Nov.											
	26th	10	30.054	30.060	77	67	56	N N W	7.3*	...	C	b
	16		29.923	29.931	81	68	48	N N W	9.3*	...	S	b
	27th	10	30.011	30.017	76	66	56	N	6.5*	...	...	b
	16		29.869	29.875	82	67	42	N W	7.9*	...	C	b
	28th	10	30.044	30.050	75	66	59	N W	6.3*	...	C	b
	16		29.936	29.942	80	66	44	N	10.7*	...	C	b
	29th	10	30.048	30.054	75	70	76	N W	1.7*	...	C	b, m
CHITTAGONG.	16		29.915	29.921	82	73	63	W	3.7*	...	C, CS	b, m
	30th	10	30.008	30.012	77	72	77	W	5.2*	...	C	b
	16		29.875	29.881	82	74	66	S S W	6.6*	...	CS	b
	Dec.											
	1st	10	30.014	30.020	81	77	82	W S W	7.9*	...	N	b
	16		29.911	29.917	82	76	74	S S W	6.5*	...	KS	b
	2nd	10	30.069	30.075	80	76	82	N N W	6.3*	...	N	b
	16		29.959	29.965	83	72	56	N W	6.0*	...	KS	b, m
	Nov.											
	26th	10	29.928	30.041	76	68	64	N E	5.0*	...	...	b, m
	16		29.812	29.924	78	68	57	W	4.4*	...	...	b
	27th	10	29.894	30.008	73	68	76	N	4.7*	...	...	b
MADRAS.	16		29.784	29.899	76	67	60	W	3.9*	...	...	b
	28th	10	29.948	30.061	76	70	72	N	4.9*	...	...	b
	16		29.855	29.967	79	72	69	W S W	8.5*	...	C	b
	29th	10	29.946	30.059	76	71	77	E N E	3.0*	...	C, CK	b
	16		29.845	29.957	78	72	73	S W	9.3*	...	C	b
	30th	10	29.913	30.026	77	71	73	E S E	2.3*	...	K	b
	Dec.											
	1st	10	29.822	29.934	78	69	61	W	7.1*	...	CS	b
	16		29.930	30.042	78	71	69	N N E	3.1*	...	K	b
	2nd	10	29.840	29.952	79	72	69	W	4.5*	...	...	b
	16		29.991	30.104	76	66	56	N N E	4.6*	...	...	b
	16		29.888	...	79	64	40	N	6.9*	...	...	b
CUTTACK.	Nov.											
	25th	10	30.030	30.060	75	74	95	E S E	5*	0.76	...	b
	16		29.947	29.977	70	69	94	N	3*	2.86	...	b
	26th	10	30.007	30.037	82	75	70	N E	12*	0.01	...	b
	16		29.901	29.931	81	73	66	N N E	12*	...	...	b
	27th	10	29.945	30.015	82	73	63	N E by E	13*	...	...	b
	16		29.898	29.928	81	73	68	N E by N	11*	...	...	b
	28th	10	30.011	30.041	84	75	64	N E by N	13*	...	...	b
	16		29.930	29.960	82	73	63	N E by N	13*	...	...	b
	29th	10	30.011	30.041	80	75	78	N N E	8*	...	...	b
	16		29.903	29.933	79	72	69	S W	8*	...	...	b
	30th	10	29.986	30.016	81	72	62	S W	8*	...	...	b
AKYAB.	Dec.											
	1st	10	29.869	29.899	83	73	60	N N E	10*	...	...	b
	16		29.976	30.006	82	73	63	N N E	9*	...	...	b
	16		29.869	29.899	82	73	63	S W	9*	...	...	b
	Nov.											
	25th	10	29.993	30.076	82	70	52	N N E	2*	...	C	b, fair
	16		29.883	29.965	87	70	39	N W	10*	...	...	b, fair
	26th	10	29.989	30.072	79	65	43	Calm	3*	...	...	b, fair
	16		29.848	29.930	86	69	38	Calm	2.4*	...	...	b, fair
	27th	10	29.939	30.022	79	68	54	N E	6*	...	...	b, fair
	16		29.804	29.886	88	68	31	Calm	3.0*	...	...	b, fair
	28th	10	29.949	30.032	82	67	42	N	2*	...	...	b, fair
CALCUTTA.	16		29.865	29.947	86	68	35	W N W	3*	...	...	b, fair
	29th	10	29.949	30.032	80	68	51	E S E	6*	...	C	cloudy
	16		29.838	29.920	85	68	37	Calm	2.3*	...	C	fair
	30th	10	29.944	30.027	77	68	60	Calm	4*	...	C	cloudy
	Dec.											
	1st	10	29.792	29.874	85	71	47	N N E	1.4*	...	C	b, fair
	16		29.806	29.879	81	71	59	W S W	4*	...	...	fair
	16		29.806	29.888	87	72	45	Calm	9.5*	...	...	...
	Nov.											
	26th	10	29.975	29.990	75	71	81	E	1	...	...	b
	16		29.862	29.867	79	71	65	W N W	1	...	CK	b
	27th	10	29.938	29.952	74	68	72	N N W	1	...	...	b
	16		29.844	29.859	79	70	61	W	1	...	CK	b
	28th	10	29.985	30.000	75	70	76	E	1	...	CK	b
	16		29.919	29.934	81	74	70	S S W	1	...	C, CS, K	b
	29th	10	30.020	30.035	77	73	81	E S E	1	...	C, K	b
	16		29.899	29.914	81	74	70	S S E	1	...	C, K, CS	b
	30th	10	29.988	30.004	74	71	85	N E	1	...	C, K, CS	b
	Dec.											
	1st	10	29.892	29.897	80	71	62	W N W	1	...	C, K, CS	b
	16		29.990	30.006	73	70	85	N N E	2	...	C, CS	b
	2nd	10	29.879	29.894	82	69	48	N N W	1	...	C	b
	16		30.025	30.040	76	67	60	N	1	...	...	b
	16		29.922	29.937	80	68	51	N W	1	...	...	b

* Velocity of wind in miles per hour.

CALCUTTA.
The 2nd December 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 16TH TO 30TH SEPTEMBER 1871.**

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.		BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Height above sea-level.		MEAN OF					Range.	SOLAR RADIATION.					Mean of max.	Mean daily range.	Mean.	MEAN OF				Highest MAX.	Absolute range.	LOWEST MIN.		Mean.	MEAN OF				In inches.	No. of days.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		Mean.	4 hours.	10 hours.	16 hours.	22 hours.		Mean.	4 hours.	10 hours.	16 hours.	22 hours.				Day.	Min.	Day.	Min.			4 hours.	10 hours.		16 hours.	22 hours.	Day.	Min.			4 hours.	10 hours.	16 hours.	22 hours.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Port Blair	110	29.770	120

CALCUTTA—SEPTEMBER 1871.

Mean Barometric pressure of 16 years	29.634	Mean temperature of 16 years	83.2	Mean humidity of 16 years	85	Mean rainfall of 16 years	10.84
Barometric pressure of 1871	29.676	Temperature of 1871	82.4	Humidity of 1871	88	Actual fall of 1871	9.93
Excess in 1871	0.042	Defect in 1871	0.8	Excess in 1871	3	Defect in 1871	1.01

* The elevations of the barometers at Chittagong, Akyab and Jessore have been corrected in the above table according to a recent determination. Those hitherto given, viz., 108, 15, and 27 feet are therefore erroneous.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

The 30th November 1871.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence, Max.=100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.797	83.9	57	S 11° E
Vizagapatam	29.723	85.9	64	S 38° E
Akyab	29.800	81.7	56	S 3° W
False Point	29.770	85.1	50	S 15° W
Cuttack	29.732	82.5	31	S 3° E
Sanzor Island	29.731	84.0	57	S 6° E
Chittagong	29.796	82.0	35	S 18° E
Calcutta	29.732	82.8	79	S 17° E
Jessore	29.734	83.1	54	S 22° E
Dacca	29.758	82.9	58	S 14° E
Cachar	29.784	81.7	6	N 10° E
Hazareebangh	29.680	82.6	55	S 60° E
Berhampore	29.733	84.1	65	N 39° E
Gya	...	83.9	35	N 84° E
Patna	29.699	79.6	31	N 86° E
Monghyr	29.689	81.9	62	S 83° E
Darjeeling	29.788	80.3	13	S 52° E
Gowalparah	29.729	80.9	18	S 8° W
Shillong	29.764	80.8	34	S 62° W
Benares	29.698	81.7	41	S 83° E
Roorkee	29.644	85.2	16	S 8° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 30th November 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 30th November 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.	*	
Nov.	22nd	29.988	81.0	69.0	137.0	74.4	68.4	64.2	0.72	S W	...	80.3	...	...	Chiefly clear. Slightly foggy at 9 P.M.
	23rd	970	82.5	67.0	141.0	74.2	67.1	62.1	.67	S W & W S W	...	108.0	...	...	Clear, cirri and cirrocumuli. Slightly foggy from 7 to 10 P.M.
	24th	998	83.5	68.0	140.0	74.0	67.7	62.7	.67	W S W & W	...	76.1	...	...	Clear and cirrocumuli. Slightly foggy at 7 P.M.
	25th	992	82.0	67.5	137.0	73.5	61.8	58.7	.62	W & N N W	...	129.9	...	...	Clear. Slightly foggy from 7 to 11 P.M.
	26th	962	81.4	64.6	137.0	71.9	64.0	57.7	.63	N N W & W by N	...	124.8	...	...	Clear. Slightly foggy at midnight, and from 8 to 11 P.M.
	27th	929	79.7	63.2	137.0	70.7	62.6	56.1	.62	W by N W N W & N W	...	118.8	...	☉	Clear. Slightly foggy at midnight and 1 A.M., and from 7 to 11 P.M.
	28th	962	78.8	62.0	136.4	70.0	63.7	58.7	.69	N W & N N W	...	100.9	...	...	Clear. Slightly foggy from midnight to 2 A.M., and 7 to 11 P.M.
	29th	947	80.4	63.5	136.8	71.0	65.0	60.2	.70	N N W & N W	...	83.1	...	...	Clear and cirro. Slightly foggy from midnight to 7 A.M., and at 9 P.M.
	30th	908	82.4	65.0	142.0	73.0	65.9	60.2	.66	N W & W by N	...	76.3	...	...	Clear and cirri.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past nine days	...	21.5
The max. temperature during the past nine days	...	83.5
The max. temperature during the corresponding period of the past year	...	83.0
The mean humidity during the past nine days	...	0.66
The mean humidity during the corresponding period of the past year	...	0.73
		Inches.
The total fall of rain from 22nd to 30th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years	...	Nil
Ditto between the 1st January and the 30th November	...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...	...	68.87

CALCUTTA,
The 2nd December 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

**GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.**

**Irrigation Branch.
Irrigation Operations of Lower Bengal up to 31st October 1871.**

Irrigation Operations of Lower Bengal up to 31st October 1871.																					
CIRCLE.	CANAL.	WATER SUPPLIED DURING 1871-72.				APPROXIMATE AREA IRRIGATED DURING OCTOBER 1871.				Total area irrigated up to date during the current year.	RAINFALL.			NAVIGATION RETURNS.					CHIEF IRRIGATION.		REMARKS.
		Full supply depth.	Estimated full discharge in cubic feet per second.	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	District.	Area actually receiving water during the month in acres.	Of column 8 area receiving water for the first time during current year.	Total of column 9 for all previous months of current year.		Inches during the month.	Inches up to date during the year 1870-71.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.	Approximate value of goods.	Per column 8.	Per columns 8 and 9.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
a Orissa	High Level	8	675	5-07	368	Cuttack	10,721	3,154	7,567	10,721	-91	49-24	57-07	Local	81	279	2,822	2,313	Rice	Rice	Average daily discharge at the High Level about 100 cubic feet per second. It has been found impossible to gauge this accurately on account of the leakage through the rubble masonry under the board, and the water being held up below by a cross bund for the irrigation, prevents the velocity of the channel from being ascertained.
	Kendrapara	7	1,292	5-1	Not given.	Ditto	15,498	2,800	12,698	15,498	-91	49-24	57-07	Local	83	377	7,555	10,603	"	"	Discharge through No. 8 Lock, 1,456 cubic feet per second.
	Taldanda	8	1,300	6-50	30	Ditto	1,350	46	1,314	1,360	-91	49-24	57-07	Local	18	97	352	196	"	"	Discharge over Mantree Escape, 335-51 cubic feet per second.
	Machgong	5	650	4-5	10	Ditto	298	298	...	298	-91	49-24	57-07	Government	198	2,794	35,395	4,022	"	"	
															Government	"	"

	Midnapore*	S	875	362	505-83	Midnapore	3,618	1441	5,963	6,107	3 25	64-27	70-33	Local Govt.	2,787	11,358	95,154	4,81,734	Annu.	Annu.	
South-Western	Panchkoora	8	240	41	89-33	Howrah	...	...	...	...	5-2	61-25	Not available.	...	3	16	119	700	"	"	
	Tidal	...	...	...	...	Midnapore	...	...	...	...	...	...	...	Local	1,230	6,076	1,57,981	1,07,929			
	Oct. 1870.	...	...	...	...	Total	31,495	6,142	27,512	33,984	...	...	...	Government	16	87	2,252	3,514			
Orissa	High Level	...	...	...	...	Cuttack	20,000	...	22,035	22,035	8-61	45-25	54-39	...	...	...	...	...
	Kendrapara	...	...	...	...	Ditto	68,000	...	68,356	68,356	8-61	45-25	54-39	...	...	...	...	...
	Taldunda	...	...	...	...	Ditto	8,000	4,000	18,000	22,000	8-61	45-25	54-39	...	...	...	...	...
South-Western	Midnapore	...	...	...	...	Midnapore	6,200	269	28,845	29,114	5-50	45-35	...	...	...	...	...	...
	Panchkoora	...	...	...	...	Howrah	...	...	878	878	5-50	54-15	...	...	...	...	...	...
	Total	...	...	...	...	Total	103,200	4,969	138,114	142,383	...	...	...	...	...	...	...	...

* Two days irrigating.

+ Six days irrigating.

† Of this six acres irrigated under the present rules for single watering, the rest is said to have been superfluously irrigated.

The fall of heavy showers during the month is the cause of the smallness of the irrigation shown in column 9.

* Two days irrigating.

† Six days irrigating.

‡ Of this six acres irrigated under the rule for single watering; the rest is said to have been repeatedly irrigated.

The fall of heavy showers during the month is the cause of the smallness of the irrigation shown in column 9.

a In former Returns all lands which were supposed to have received water, by percolation, drainage, &c., were included. Under recent Government orders these have been exempted from assessment, and this Return only shows approximately, as far as has yet been ascertained, the amount of land for which leases have been taken and which have actually received water. All lands in short in respect of which the Government demand can be enforced under Government Order No. 603L dated 1st November 1871.

G. A. SEARLE, *Lieut.-Colonel, S. C.*,*For Offg. Joint-Secy., Govt. of Bengal, P. W. D., Irrigation Branch.**The 28th November 1871.*

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of October 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.										TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.	Remarks.							
			Mauds.	Tons.						Mauds.	Tons.						Mauds.	Tons.																
16	Paddy	1,724	3,448	...	...	Rs. 21 6 0	74	Paddy	6,800	13,601	...	...	Rs. 175 2 0	2	Passenger, No. 12.	...	...	...	...	...	30 0 0	83	Local	10,603	377	7,585	65 7 3	The tonnage shown is that of the boats and not of the cargo.
3	Jaggery	2,380	478	...	...	Rs. 2 4 0	6	Rice	928	928	...	...	Rs. 13 2 0	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Passenger, No. 12.	...	1,556	...	...	Rs. 8 5 3	15	Passenger, No. 32.	...	2,873	...	...	Rs. 41 3 9	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Tobacco	594	594	...	...	Rs. 5 0 0	4	Tobacco	246	246	...	...	Rs. 3 0 0	8	Firewood	279	2,235	...	...	...	10 8 0	220	Through	71,181	1,490	60,000	553 5 5	...
7	June	5,905	1,181	...	...	Rs. 6 0 0	3	Salt	4,550	910	...	...	Rs. 12 12 0	12	Stone	253	4,815	...	...	...	23 8 0	...	...	...	...	...	...	...
46	Empty	...	3,291	...	...	Rs. 22 8 0	3	Linseed	467	1,870	...	...	Rs. 27 6 0	3	Gravels	711	2,844	...	...	...	14 0 0	...	...	...	...	...	...	...
...	...	...	...	...	...	Rs. ...	24	Spices	49,790	9,958	...	...	Rs. 144 7 8	1	Passenger No. 3.	...	1,000	...	...	...	10 0 0	30	Irr. Works	1,293	459	9,694	93 8 0	...
...	...	...	...	...	...	Rs. ...	1	Hides	8,400	840	...	...	Rs. 12 6 0	2	Provisions	50	1,092	...	...	...	5 8 0	...	...	...	...	...	...	...
...	...	...	...	...	...	Rs. ...	90	Empty	...	8,814	...	...	Rs. 123 14 6	2	Empty	...	199	...	...	...	1 0 0	...	...	...	...	...	...	...
83	...	10,833	10,546	377	7,585	65 7 3	220	...	71,181	4,040	1,430	60,080	553 5 5	333	...	1,293	13,985	493	9,034	93 8 0	333	...	83,077	2,308	77,339	712 4 8	The tonnage shown is that of the boats and not of the cargo.							

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of October 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.						
			Maunder.	Tons.						Maunder.	Tons.														
15	Empty	Rs. As. P.	1,697	...	...	Rs. As. P.	3	Empty	Rs. As. P.	120	...	...	Rs. As. P.	61	Local	Rs. As. P.	220	2,823	Rs. As. P.	40 12 0	
15	Firewood	141 8 0	3,349 1/2	...	...	16 14 0	2	Iron bolts	...	819	...	...	12 0 0	9	Irre. works	4,490 0 0	38	1,015	27 8 4	the boats and not of the cargo.	
2	Green gram...	130 0 0	256	...	...	1 0 0	1	Treasures	4,000 0 0	28	...	...	0 4 9	...	...	...	...	...	...	...
6	Rice	188 0 0	294	...	...	1 5 8	1	Bamboos	130 0 0	...	...	...	12 8 0	...	...	...	...	...	...	...
1	Copper	1,400 0 0	251	...	...	2 8 0	1	Boats	70 0 0	107 1/2	...	...	1 8 0	...	...	...	...	...	...	...
1	Gunny bags	50 0 0	203	...	...	0 0 0	1	Passengers	...	...	...	...	0 0 7	...	...	...	...	...	...	...
1	Paddy	50 0 0	123	...	...	0 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	otton	150 0 0	188 1/2	...	...	1 12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Tent	150 0 0	78 1/2	...	...	0 11 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Palkes	50 0 0	...	...	...	0 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	Passengers	...	...	...	...	1 12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
61		2,313 8 0	8,410	229	2,922	40 12 0	9		4,490 0 0	1,074 1/2	38	1,015	27 8 4	70		4,803 8 0	367	3,837	68 4 4						

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldanda Canal during the month of October 1871.
LENGTH OF CANAL OPEN, 14 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.		
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mile-age.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mile-age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile-age.	Tollage.	REMARKS.		
			Maunds.	Tons.						Maunds.	Tons.											
1	Paddy	Rs. 50	180	Rs As. P.	62	Rubble	772 8 0	27,280	Rs. As. P.	Rs. As. P.	The tonnage shown is that of the boats and not of the cargo.		
8	Fuel	68	1,385	...	...	0 7 2	30	Laterite	425 8 0	21,093	...	...	68 3 7	18	Local	196 0 0	97	352	12 0 10
1	Bamboo, 3,000	40	...	...	...	3 7 6	7	Lime	924 0 0	5,814	...	...	60 3 9	...	...	...	...	...	...
1	Timber	40	...	...	...	2 8 0	2	Rail Bridge for Samsore Lock and Callagulah	1,900 0 0	1,036	...	...	14 8 7	193	Iron works	4,022 0 0	2,794	35,395	195 9 10
11	Empty	...	1,154	...	...	0 2 0	...	...	...	...	...	...	2 9 6	...	...	...	...	...	...
2	Demurrage for 104 days, at 4 annas per day.	...	...	...	...	2 10 0	97	Empty	...	20,011	...	...	50 0 5	...	...	...	...	...	...
...			
18		198	2,719	97	352	12 0 10	106		4,022 0 0	78,245	2,794	35,395	195 9 10	216		4,218 0 0	2,891	35,747	207 10 8			

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of October 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.			
Number of boats.	Nature of cargo.	Approximate weight of cargo.	TONNAGE.		Approximate value of cargo.	Number of boats or rafts.	Nature of cargo.	Approximate weight of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Weight of traffic.	Value of traffic.	TONNAGE.		Tollage.					
			Maunds.	Tons.					Maunds.	Tons.						Tons.	Ton mileage.		Tons.	Ton mileage.			
16	Coal	7,430	11,100	Rs. 3,944	1	Iron.	140	Rs. 700	350	...	Rs. As. P. 1 5 0	2,787	Local	69,953	4,81,734	11,358	95,154	Rs. As. P. 1,008 6 6					
14	Cotton	700	3,075	19,75	2	Empty boats	...	...	100	...	0 7 0	3	Irrigation...	140	70	18	119	1 13 0			
18	Firewood	1,400	2,750	751	...	...	...	...	...	...	...	...	...	...	...	...	...	...
98	Grain	6,300	10,882	1,4325	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Hides and horns	1,908	3,400	19,628	...	...	...	...	...	...	...	...	...	...	...	...	...	...
44	Jaggery and sugar	3,312	8,875	12,157	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	Metal	6,330	11,825	15,4075	...	...	...	...	...	...	...	...	...	...	...	...	...	...
176	Miscellaneous	9,131	24,853	29,20	...	...	...	...	...	...	...	...	...	...	...	...	...	...
68	Oil and allied	8,258	39,095	16,940	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	Paddy and rice	3,056	4,553	7,175	...	...	...	...	...	...	...	...	...	...	...	...	...	...
84	Piece-goods	2,352	85,243	14,540	...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	Garden produce	3,180	6,113	9,575	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	Pottery	2,180	2,574	7,300	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32	Silk and indigo	5,335	21,704	9,575	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Silk and indigo	5,101	45,408	2,550	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Repe	2,268	8,689	5,500	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Repe	13	209	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Straw	2,558	1,407	7,825	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Tobacco	2,969	18,388	6,275	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Tiles	69	69	925	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Shooting	100	28	925	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	Sand	1,200	87	2,900	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Rafts of timber,	No. 7	70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Rafts of lumber	No. 6	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
430	Empty boats	...	1,44,475	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,806	Passengers, No.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22,009	Mis. Revenue	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Police boats	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2,787		69,953	4,81,734	3,18,025	11,358	95,154	1,008 6 6	8	450	16	119	1 12 0	2,790	70,002	4,82,434	11,374	95,273	1,070 2 6					

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgelee Tidal Canal during the month of October 1871.
LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.						ABSTRACT.				REMARKS.	
Number of boats.	Nature of cargo.	Approximate weight of cargo.	Maunds.	Rs.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage mileage.	Tollage.	Rs. As. P.	The tonnage shown above is that of the boats and not of the cargo.
					Maunds.	Tons.									
450	Paddy	62,708	33,385	43,460	...	...	...	...	...	Local	1,07,929	6,076	1,57,981	1348 7 0	
14	Rice	664	1,340	911	...	...	...	...	1,340		3,614	87	2,252	16 10 6	
56	Tobacco	3,233	10,650	15,728	...	...	...	...	...		...	...	...	...
9	Vegetable	105	225	34	...	...	...	...	...		...	...	...	...
14	Mats	1,510	3,310	5,330	...	...	...	...	...		...	...	...	...
23	Pottery	788	2,109	213	...	...	...	...	...		...	...	...	...
16	Firewood	568	1,490	115	...	...	...	...	...		...	...	...	...
1	Straw	25	125	5	...	...	...	...	...		...	...	...	...
2	Lime	40	100	18	...	...	...	...	...		...	...	...	...
1	Coal	60	80	20	...	...	...	...	...		...	...	...	...
1	Bamboo	10	25	3	...	...	...	...	...		...	...	...	...
621	Empty	...	33,953	...	...	...	...	...	...		...	...	...	...
16	Passengers	...	1,295	...	...	...	...	...	...		...	...	...	...
8	Betel	89	326	190	...	...	...	...	...		...	...	...	...
8	Timber	63	310	541	...	...	...	...	...		...	...	...	...
1	Planks, ft.	400	32	33	...	...	...	...	...		...	...	...	...
6	Jute	134	150	482	...	...	...	...	...		...	...	...	...
20	Salt	6,740	680	23,080	...	...	...	...	...		...	...	...	...
1	Coomla stick	40	11,075	74	...	...	...	...	...		...	...	...	...
1	Sugar	48	100	3	...	...	...	...	...		...	...	...	...
1	Stone	125	820	430	...	...	...	...	...		...	...	...	...
1	Mustard	213	200	100	...	...	...	...	...		...	...	...	...
1	Fruits, &c.	6	875	820	...	...	...	...	...		...	...	...	...
10	Sugarcandy	150	325	2,000	...	...	...	...	...		...	...	...	...
4	Nuts	469	490	1,431	...	...	...	...	...		...	...	...	...
1	Sund	20	80	3	...	...	...	...	...		...	...	...	...
4	Grains	605	1,125	1,542	...	...	...	...	...		...	...	...	...
2	Thread	53	2,150	2,150	...	...	...	...	...		...	...	...	...
5	Charcoal	130	265	65	...	...	...	...	...		...	...	...	...
5	Clay	181	775	6,500	...	...	...	...	...		...	...	...	...
5	Cement	11	55	11	...	...	...	...	...		...	...	...	...
5	Oil cake	110	380	155	...	...	...	...	...		...	...	...	...
1	Cotton	50	500	1,000	...	...	...	...	...		...	...	...	...
1	Iron	300	750	610	...	...	...	...	...		...	...	...	...
1	Sandstone wood	200	450	100	...	...	...	...	...		...	...	...	...
1,220		60,500	1,70,138	1,07,929	1,70,138	6,076	1,57,981	1,348 7 0	16		1,11,443 0 0	6,103	1,60,233	1,303 1 6	

CALCUTTA,
The 30th November 1871.

G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., & Jt. Secy., P. W. D., Irrigation Branch, Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 25th November 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	110,984	*1,99,341 12 2	18,272 19 11	653,182 30	4,21,321 3 3	38,621 2 2	56,894 2 1
Or per mile of railway ...	...	155 11 9	14 5 0	...	329 2 6	30 3 6	44 9 0
For previous 20 weeks of half-year	1,845,506	24,39,766 4 2	223,644 6 6	8,617,846 20	51,38,918 6 9	471,067 10 5	694,711 16 11
Total for 21 weeks ...	1,956,490	26,39,098 0 4	241,917 6 5	9,271,029 10	55,60,239 10 0	509,688 12 7	751,605 19 0
COMPARISON.							
Total for corresponding week of previous year ...	91,344	1,47,421 2 5	13,513 12 1	584,889 10	3,95,570 2 6	36,260 12 0	49,774 4 1
Per mile of railway corresponding week of previous year ...	.....	130 4 7	11 18 10	.....	349 9 7	32 0 11	43 19 9
Total to corresponding date of previous year ...	1,926,223	27,54,691 11 9	252,513 8 2	9,940,513 0	70,81,323 5 8	649,121 6 2	901,634 14 4

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 25th November 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	7,347	29,069 11 7	2,664 14 6	62,114 0	17,688 2 9	1,621 8 4	4,286 2 10
Or per mile of railway ...	...	130 5 9	11 19 0	...	79 5 1	7 5 5	19 4 5
For previous 21 weeks of half-year...	75,934	1,96,365 6 10	18,000 3 3	823,555 0	2,21,528 12 6	29,306 16 1	38,306 19 4
Total for 21 weeks ...	83,301	2,25,435 2 5	20,664 17 9	885,669 0	2,39,216 15 3	21,928 4 5	42,593 2 2
COMPARISON.							
Total for corresponding week of previous year ...	3,602	10,701 3 11	980 10 0	31,441 20	8,828 13 2	809 6 2	1,790 5 2
Per mile of railway corresponding week of previous year ...	...	47 15 10	4 8 0	...	39 9 5	3 12 7	8 0 7
Total to corresponding date of previous year ...	74,728	2,23,058 2 10	20,502 40 0	481,600 0	154,326 8 11	14,146 12 0	34,648 12 0

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 25th November 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	36,099	22,285 9 3	2,042 16 11	51,707 0	19,958 12 6	1,829 11 1	3,872 8 0
Or per mile of railway ...	231	142 6 4	13 1 0	124 0	127 8 6	11 13 10	24 14 10
For previous 21 weeks of half-year...	527,861	2,79,152 11 6	25,589 0 1	1,274,588 17	4,99,067 5 5	45,757 0 0	71,346 0 1
Total for 22 weeks ...	563,960	3,01,438 4 9	27,631 17 0	1,326,295 17	5,19,026 1 11	47,586 11 1	75,218 8 1
COMPARISON.							
Total for corresponding week of previous year ...	34,372	15,697 2 11	1,438 18 2	125,913 30	34,171 5 3	3,132 7 5	4,571 5 7
Per mile of railway corresponding week of previous year ...	304	138 9 8	12 14 1	1,112 0	301 11 9	27 13 2	40 7 3
Total to corresponding date of previous year ...	552,145	2,84,061 10 4	26,038 19 10	2,452,749 38	5,55,837 12 8	50,951 15 10	76,990 15 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 25th November 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,237	1,007 3 3	100 14 5	12,217 20	347 1 6	34 14 2	135 8 7
Or per mile of railway ...	223	35 15 6	3 11 11	401 0	12 6 4	1 4 10	4 16 9
For previous 7 weeks of half-year...	29,782	4,867 0 0	486 14 0	91,289 0	2,910 7 3	291 0 11	777 14 11
Total for 8 weeks ...	36,019	5,874 3 3	587 8 5	1,02,506 20	3,257 8 9	325 15 1	913 3 6
COMPARISON.							
Total for corresponding week of previous year ...	6,273	955 6 6	95 10 10	18,050 0	598 1 9	50 16 3	155 7 1
Per mile of railway corresponding week of previous year ...	224	34 1 11	3 8 3	645 0	21 5 9	2 2 9	5 11 0
Total to corresponding date of previous year ...	34,184	6,068 15 6	606 17 11	88,201 3	2,843 3 0	284 6 5	891 4 4

Printed and published by EDWIN MORRIS LEWIS, at the Printing Office of the Bengal Secretariat, No. 28, Chowringhee, in the
City of Calcutta—December 6, 1871.

No. 50

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, DECEMBER 13, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 9th December 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding*.
H. L. DAMPIER, Esq.,
A. R. THOMPSON, Esq.,
S. C. BAYLEY, Esq.,
V. H. SCHALCH, Esq.,
C. E. BERNARD, Esq.,
MOULVIE ABDOOL LUTEEF, KHAN BAHADOOR,
T. M. ROBINSON, Esq.,
F. F. WYMAN, Esq.,
RAJAH JOTEENDRO MOHUN TAGORE, BAHADOOR,
BABOO DIGUMBER MITTER,
and
B. D. COLVIN, Esq.

NEW MEMBERS.

MR. DAMPIER and MR. COLVIN took the oath of allegiance and the oath that they would faithfully fulfil the duties of their office.

HIS HONOR THE PRESIDENT said that before he called upon the hon'ble member whose name stood against the first motion in the list of business, he would take the opportunity of thanking hon'ble members for their renewed attendance in Council, and he should also like to say a few words in regard to the business before the Council, and also with regard to those measures which were likely shortly to be brought before the Council.

The first, and in many respects most important, of the Bills on the list of business for the day was the motion which the hon'ble member on the left (Mr. Bernard) would make for leave to bring in a Bill to consolidate and amend the law relating to municipalities. Hon'ble members were aware that at present there are a number of these Municipal Acts, under which various municipalities throughout the province are constituted. This Bill proposes to consolidate the existing laws, and in some respects to amend them. His HONOR considered the subject to be of the most extreme importance. He might employ the words used by a great man in another part of the world when he said, in answer to the cry for home rule—a cry which, to some extent, had been heard in Bengal—that the best and most useful and practical method of home rule was by means of local administration. His HONOR was a great believer in local self-government. Under free constitutions nothing tended so much to keep the people free, and under constitutions which were not politically free nothing did so much to help the people to some of the benefits of freedom, as decentralized local municipalities in all parts of the country. In such a country nothing so much tended to prepare the people for a measure of gradual freedom—nothing so much emancipated them from the burden of despotic rule, as the constitution of free municipalities. His HONOR was most anxious that the Council should do all in their power to create municipalities not only legally, but in fact and in truth to make them *bonâ fide* as far as possible self-governing. It is one of the main objects—he might say the main object—of the Bill which the hon'ble member would shortly explain to the Council, to foster those self-governing institutions. It might be doubtful whether these wonderful indigenous institutions, so well known in other parts of India, these little republics, these village communities, which remained intact when empire after empire fell to pieces, whether they ever existed to any very large extent in Bengal: it might be doubtful whether there were any such institutions so perfect here as there were elsewhere; but though the people of Bengal have not the same experience of these institutions as the people of some other parts of the country, he believed that they are the most advanced in point of modern education, and therefore his sanguine hope was that they are more prepared to accept municipal institutions as they are now constituted on western models. The efforts of Government should therefore be to create self-acting municipalities where they do not now exist. The education which had been given to the upper and middle classes of this country might or might not be the best in system, but His Honor thought that it had really created a very intelligent class of men—a class in many respects capable of self-government; and he hoped and trusted they would find in various parts of the country many enlightened and public-spirited men who would devote themselves to the good of the country in making the most of these self-governing institutions to which he had alluded.

The next Bill which would be submitted to the Council was one of local importance: he meant the Bill for the registration and licensing of jute warehouses in Calcutta. Legislation on this subject had long been known to be eminently necessary, and the subject had recently been forced into prominent notice by the catastrophe of a great fire in the city, by which a large amount of property had been destroyed in a place where jute was stored in large quantities. The particulars of the Bill which was proposed to be brought in on this subject would be explained by the hon'ble member who had charge of the measure.

The next was another Bill, also of local importance to Calcutta: he meant the Bill for extending the borrowing powers of the corporation of the justices. There might be some doubt on the point whether the late Act passed by the Indian Legislature, enabling the Government of India to make loans to municipalities, has superseded the necessity of this Bill; but his own opinion was that, taking a strictly legal view of the case, legislation in this Council was still necessary. At any rate, while there was any doubt he was anxious to submit the question for the consideration of the Council. He knew no question which was so difficult as that which regarded the burden which should be imposed on posterity for the improvement and advantage of this generation and the next. It raised a most difficult question, and His HONOR was always anxious that

questions of this kind should be mooted and thoroughly considered. A suggestion had been made that the Government of Bengal was anxious to govern the town of Calcutta despotically: nothing could be farther from the intentions of the Government; the responsibilities of the Government were sufficiently great already. It was to tally impossible that Government could so devote its attention to the many local questions which must arise in Calcutta as to give satisfaction to itself as well as the public. Government is anxious that that responsibility should be fully shared by those members of the community to whom had been entrusted the government of the town. And HIS HONOR would say, with regard to the graver questions requiring the sanction of the Legislature, that he regarded this Council as standing in respect to the corporation of the justices somewhat in the position of an upper house,—a sort of senate, where those measures sanctioned by the corporation would receive more mature and calmer consideration in what he might call a higher and clearer atmosphere. With regard to the question of borrowing for the improvement of the town, he was anxious that the matter which had been considered by the justices should also be considered by the Council. So far as HIS HONOR himself had formed an opinion on the subject, it seemed to him quite beyond doubt that the improvements which the corporation proposed to undertake—improvements which were specified and explained in the letter of the chairman of the justices—were as desirable as any upon which money could be expended. He thought that all are agreed that the system of drainage, which has been inaugurated and carried out to partial completion, has been a success. He was quite sure that he would be the last man to stand in the way of the extension of a system which has benefited the European portion of the town to the Native portion also. His belief was that this Council could probably approve of the action taken in this matter; but, on the other hand, he believed that the debts of the city are rapidly accumulating, and are a very heavy burden, amounting to something more than a million sterling. To complete the undertaking under consideration would add considerably to that amount. Well, then, we were in this matter to a certain extent not only acting for ourselves, but were acting as trustees for posterity; and it was for the Council anxiously to consider whether it was right and proper, for the interests of the present and future generations, that we should undertake to carry out these works, which were of the very greatest benefit to the town and inhabitants of Calcutta.

The last Bill on the list was also one of great importance, which had been already for a considerable period under the consideration of the Council, but which he believed the hon'ble member in charge was about to suggest that we should for a certain time postpone, in order that further consideration might be given to certain points connected with it. He alluded to the Bill relating to embankments and drainage. A suggestion had been made that the Government was anxious, by means of this Bill, to rid itself of obligations which it undertook in the last century, at the time of the decennial settlement. Speaking for himself, he might say that the Government had no such wish: his impression was, as the hon'ble member in charge of the Bill would probably tell the Council, that any obligations distinctly undertaken by the Government as part of the basis of the decennial settlement, which afterwards became the permanent settlement, should be maintained intact, and that the Government should not attempt to rid itself of those obligations. That was a point which would be fairly and impartially considered, and fairly and impartially laid before the Council. Then this measure would also involve very important questions in regard to the relations between zemindars holding their estates directly from Government, and those numerous subordinate holders who have great and permanent interests in the soil of Bengal. He thought hon'ble members, whether they supported or opposed the Cess Bill, which was passed last session, would admit that Government had not too much hurried the operation of that measure. He hoped it would be considered that we were carrying it out in a tentative and careful way, and not too hastily; and that the results of that measure would be not only to provide for the necessities of the present time, but to give us a knowledge, that we

have not now got, of the actual rights to the soil in the districts to which the Bill would be applied.

Again, the collateral advantage resulting from that knowledge will be, not that we shall impose more taxes on that basis, but that the people will be free to arrange amongst themselves, with due regard to their respective rights, for improvements which they themselves desire to undertake. The Hooghly Drainage Bill, which was passed last session, was a tentative measure of that kind. He had the honor to submit to the Council on that occasion a petition of the inhabitants of a locality in Bengal, who expressed a great desire to undertake certain works for the improvement of their lands. Well, then, it might be possible to introduce further measures which will allow of the voluntary union of different classes in different localities to undertake improvements for the common good. He merely threw that out as a hint of the measures which might follow those which had been already submitted to the Council.

Before sitting down it might be well, His Honor thought, that in addition to this notice of the Bills to be immediately submitted, he should in a rough way inform the members of the Council of the subjects under the consideration of the Government, and in carrying which into effect it was possible Government might ask the assistance of the Council by means of legislation. One of these measures is in regard to the great canals for irrigation and navigation which have been undertaken by the Government. All are aware that in Orissa canals of that kind have been already carried far towards completion. But the great difficulty and great dilemma is, that great objection has been taken by the people of the parts alluded to to the arrangements under which it is at present proposed to allow the use of water for irrigation. That subject is under the most anxious consideration of the Government. His own impression was, that it would probably be necessary that the law affecting the irrigation system should be re-considered, and in the course of the session it is not improbable that it may be the duty of the Government to submit to the Council a measure on this subject.

Another subject which has been brought under the consideration of the Government, and in respect to which papers have been submitted to the Legislative Department, is in regard to emigration to the districts in the north-eastern frontiers of Bengal, Assam, and Cachar, which is governed by special laws. Questions have arisen in regard to emigration to the colonies, but that is a subject which, if dealt with at all, is a subject for imperial legislature. But in respect to emigration from Bengal to countries which are within the legislative jurisdiction of this Council several questions have arisen, in regard to which the Government has been led to believe that it is desirable in some respects to amend the existing law. That is also a subject which was under the anxious consideration of the Government.

Then there is another subject in respect of which it is proposed to submit a Bill to the Council, although that Bill has not yet been prepared—that is, relating to charitable bequests. Great complaints have been made, and he feared to some extent justly, that endowments made by former Governments, and by rich benevolent individuals, for the public good in this country, are not now so efficient as formerly for the purposes for which they were designed. He was inclined to think that there is some justice for these complaints. The ground of these complaints is not so much that the Government has resumed these funds, for in that respect the Government had been most careful and cautious, but that no sufficient provision has been made for compelling those in whose hands the endowments are held to devote them to the objects for which they were given. It is also found, with regard to modern bequests, that there is some difficulty in properly carrying them out; and it is probable that the whole subject will come up for consideration in this Council, and that an honorable member connected with the Government would submit a Bill to remedy the defects which have been found to exist.

There is another subject which, somewhat unexpectedly to His Honor, had been precipitated upon us. All the members of the Council, and perhaps all the inhabitants of Bengal, are aware that one of the fundamental laws of that Code upon which the institutions of Bengal were founded—one of the

fundamental parts of that great Code of 1793—was Regulation XXVII of 1793, by which all the sayer, market, and all other internal duties, were abolished, by which compensation was given to those who derived profit from them, and by which those duties were prohibited for the future. Some of the early Regulations applied both to the present Government of Bengal Proper and to the North-Western Provinces; some of them also gave certain powers to the High Court with which this Council was not competent to deal, and the Legislature of India had in its wisdom thought proper to deal with them so far as to abolish and sweep them away, not with the object of rendering them infructuous, because there was a clause in the Bill lately passed by the Indian Legislature which provided that the principles of those laws should stand. Still the machinery of these old Regulations had been swept away, in order that we might be able to build upon the foundation enactments more suited to modern requirements and to provide for them more effectually. One of the Regulations which was somewhat unexpectedly to him swept away in the process of repealing obsolete enactments was this Regulation of 1793, and the consequence was, that we were now left without any machinery for carrying out the principles laid down by that Regulation,—principles which were still abstract law, although the machinery was now wanting. The subject had been pressed upon the consideration of the Government for some time past. Both the records of the Government and the public prints had been full of complaints; that that Regulation was in all parts of the country set at defiance; that there was hardly a river in Bengal upon which internal duties were not in some shape levied, and that other duties were in many shapes levied. A case was submitted to the Government in which compensation was paid for a *hât*, and the proprietor simply removed the *hât* to a short distance down the river; and at the same time that he received the compensation, he also levied duties as merrily as ever. This subject was pressed on the consideration of the Government, but it involved so many difficulties that we were not yet prepared for immediate legislation when we found that the old machinery had been swept away. It would probably be the duty of the Government to submit to the Council a measure on this subject as early as possible.

Papers would shortly be published, and would no doubt soon be made patent to the Council, which would show that complaints had been received from many parts of the country that another fundamental provision of the early Code had been, he was sorry to say, systematically set at naught—he meant the Regulation which prohibited zemindars from levying *abwabs*, or cesses, in addition to the proper revenues. We had circulated these papers for the opinion of high officers of Government, and of certain selected persons in different parts of the country, and published them, and it would be for the Council to consider whether we could make the machinery for carrying out those provisions of the law somewhat more stringent than at present.

Another subject connected with the land, and which we were also bound to consider, was this, whether some permanent provision for the maintenance of boundary marks might not be necessary. The Council were aware that the Government had gone to a very large expense to survey Bengal and to lay down boundary marks, but there was no provision for maintaining those boundaries; and he thought it would be a question upon which the members of this Council connected with the land would be better able to come to a just conclusion than His Honor was, whether it would be necessary to make some provision for maintaining boundary marks in order to prevent fraud and litigation.

His Honor by no means proposed to have laid before the Council all the measures in respect of which the Government may be bound to require their assistance. He apprehended that we should not over-legislate; he thought they should not do too much in that way, but it was well that he should open to the Council the measures that it was likely would be laid before the Council.

MUNICIPALITIES.

MR. BERNARD moved for leave to bring in a Bill to amend and consolidate the law relating to municipalities. He said that at present Municipal Government in Bengal towns, exclusive of Calcutta, was conducted under four different laws, each with its own system and procedure. The earliest of these Acts was Act XXVI of 1850, which empowered Government to constitute a corporation in any town where the inhabitants may express a wish for self-government. Under this law there were only two municipalities in Bengal, namely Monghyr and Jamalpore. The next Municipal Act is XX of 1856, under which the whole Municipal Government vests in the magistrate. The main object of this Act is to provide for the payment of chowkeydars or town watchmen. The magistrate appoints these chowkeydars, assigns their salaries, manages the town fund, devotes its surplus to cleaning or lighting the town, and nominates a punchayet, who are to help him in assessing the town tax. Forty towns in Bengal had a quasi-municipal organization under Act XX of 1856.

The next municipal law was enacted by this Council as Act III of 1864, and was called the "District Municipal Improvement Act." Under this Act something approaching to self-government was allowed to townships in Bengal. It provides for the appointment of a governing body, on which certain *ex-officio* members sit. This body imposes taxation of four different kinds—it must keep up a town police force, and it may spend municipal money on roads, streets, and conservancy. The Act of 1864 also provides penalties for the breach of certain ordinary and reasonable conservancy rules. A limit is prescribed for each of the different kinds of taxes which the Act permits. Twenty-six towns in Bengal have been incorporated as municipalities under this Act; most of these towns are municipal head-quarters of districts, and all of them are places of some size and importance.

The next Act is Act VI of 1868, the District Towns' Act. This Act was introduced in 1868 by the hon'ble member who had to-day re-joined the Council. When asking for leave to introduce the Bill, the hon'ble mover sketched the history of municipal legislation in Bengal from the early days of British dominion, and he explained that the Bill of 1868 was drawn on the model of Act XX of 1856; the town committee were to be rather a consultative than an executive body. Their practice was to advise the magistrate on general matters, to examine and remark upon the town estimates, and either to assess the municipal taxes themselves, or to direct their assessment by the ward committees appointed for different sections of the town. Only one form of taxation is allowed under this Act, namely a tax according to the circumstances and property of the persons to be protected; and the town fund thereby raised is applicable first to the payment of police, and then to the repair of roads or streets, to the conservancy for general improvement of the town, and to the maintenance of dispensaries and vaccination. The Act also contains sundry conservancy clauses, any or all of which can be extended to a town, and it empowers the members of the town committee to try persons accused of transgressing these conservancy provisions. This Act is now in force in ninety-four towns in Bengal.

Besides these four substantive Municipal Acts, there are two or three amending Acts; there are two Acts which refer to the suburbs of Calcutta—an Act regarding vaccination and inoculation in towns, and an Act providing for suburban markets. Thus there are in Bengal 169 municipal corporations governed by one or other of the four municipal enactments he had mentioned, and to some of which the amending Acts and other special Acts applied.

The aggregate municipal income of these 169 towns is about eleven or twelve lakhs of rupees. The interests affected by the Bill, which he would ask leave to introduce, are thus scattered over many districts, and are themselves of very considerable importance. There is so much business before us to-day that he hesitated to take up the Council's time with any further reference to the existing municipal laws, or to go into the interesting question of municipal

or communal Government as it formerly existed in many parts of India. In some way or another, the communal system characteristic of aryan townships may have been more or less obliterated in parts of Bengal; but however this may be, there is no ground for thinking that the people of Bengal will take less interest in municipal government than the people of other parts of India. Large trading marts and industrial centres of population may perhaps be rarer in Bengal than in Northern India; but then, on the other hand, there is a much larger proportion of educated men who are fit to be in some sense leaders of the people. The Bill therefore for which he would solicit the Council's consideration will, if it ever becomes law, have an interest for a large and important section of the community.

If he was permitted to lay the Bill on the table, he should have an opportunity of remarking on some of its principal provisions; and he would only now trouble the Council with an outline of the object of which the framers of the proposed Bill have set before themselves.

Firstly, our intention has been to vindicate the old laws, rather than frame a new law. In order to meet the requirements of large and small towns, the Bill will provide for two or more classes of municipalities, each with a different maximum rate of taxation. It will provide for the appointment or election of a governing body of commissioners, whose powers will be considerably larger than those exercised by the governing bodies under the old municipal Acts. The commissioners will have the power of imposing all or any of the municipal taxes; they will decide as to the strength of the police force required for their town; they will vote the town estimates, and their vote, if passed by a majority of two-thirds, will be final. The assessment of the taxes, subject to the maximum prescribed by this Bill, will devolve on the commissioners or on bodies acting under them. They will have the power of assigning salaries to all municipal servants, and a bench of commissioners will sit from time to time as magistrates for trying breaches of the municipal law or rules. The conservancy clauses and the municipal Regulations will be collected into a separate part of the Bill, and it will be optional with the Lieutenant-Governor to apply all or any of them to any town.

In the foregoing respects the new Bill will not differ widely from parts of the other Municipal Bills which have preceded it. He would now very briefly notice the provisions of the Bill which may be in some degree new. As the powers of the commissioners have been extended, it has been deemed right to provide for the contingency of commissioners neglecting to carry out the municipal system. The Government after all is responsible for the peace of towns as well as of the country, and for the state of the main arterial roads, and therefore power will be taken by the Government to intervene in cases where the municipal commissioners may neglect to maintain a sufficient town police, or may omit to keep in order a district road which may pass through their town. The taxes which under the proposed Bill will be imposed include those which have already in successive Acts been sanctioned by this Council, viz. a tax on persons according to their circumstances and property, a tax on the annual value of houses and lands, a tax on carriages, horses, and elephants, a tax on trades and callings, tolls on roads and on ferries. It is proposed also to take power for a town to impose within its limits town duties or bazar dues. Town duties had, as the Council knows, been a favorite form of municipal taxation in some parts of India, both under Native and under British rule. He was informed that town duties are not popular in Lower Bengal; if so, the commissioners will not often adopt this particular form of taxation. But bazar dues are very well known all over Bengal; indeed it would seem as if no bazar or market could be comfortably established until somebody put dues upon its frequenters. If this be the case, it would be as well that the townships should have the benefit of such sources of income within their limits. One other new form of taxation is proposed, viz. a tax on public processions through the town. Each man who wants to take a large procession through the streets will have to pay for a license, graduated according to the wear and inconvenience his procession is likely to cause on the town streets.

If his procession is a very large one, he will have to pay more; if it is a small one, he will have to pay less. No license fee will be leviable on strictly religious processions, and the adoption of this form of taxation will of course depend upon the views of the commissioners of each town.

The municipal funds will, under the proposed Bill, be applicable to police, to conservancy, to water-supply, to lighting, to sanitation, to dispensaries and other kindred charges. It is also proposed to make them applicable to two new classes of objects, namely to educational purposes and to the relief of exceptional distress. This Council has often legislated for the application of town funds to such purposes, as street lighting, bazar improvement, conservancy, and sanitation. Yet it seems impossible to deny that it is at least as important for the welfare of the town that the children of its poor should have means of elementary education easily available at a reasonable price; it is at least as important that they should have this as that they should have a few extra street lights, or that the bazar frontages should be slightly more ornamental, or that a few of the streets should be widened. If the members of the Council will consider this matter apart from discussions, which he hoped are dead and buried after the President's announcement of last session that there was to be no general educational cess; if they would consider the question apart from these rather warm party controversies, they will, he hoped, agree that the education of the children of a town is a very legitimate object for a part of the municipal funds which may be raised in such town. He did not wish to criticise the municipal administration anywhere, but it seems somewhat extraordinary that great cities like Calcutta and Bombay, and that towns in the interior, should not have the power, even if they had the will, to devote any share of the municipal funds to the education of the children of the poor. If education were general, there would certainly be less dirt, less disease, less poverty, and less crime in our town than there is now. The Bill does not propose to devote municipal funds to high class schools or colleges, but it will empower the commissioners to devote a part of these funds to the furtherance of elementary education, that is, to the establishment or maintenance of vernacular schools (or schools with vernacular departments) in sufficient numbers, and at such rates, as to be accessible to younger children of the poorer classes. The only other new object to which municipal funds may be applicable under the proposed Bill is the relief of exceptional distress. It is not meant that any regular taxation should be imposed for the relief of the poor; but in times of famine or flood, the municipal commissioners will be able, if they see fit, to devote some of their money to helping the starving poor of their town. There is perhaps no race in the world by whom almsgiving is more generally practised than the Hindoos. Charity to the poor is enjoined by their sacred books, and it has the sanction of their most honored traditions; and he hoped this Council would permit a municipal body, in a time of flood or famine, or of other exceptional distress, to divert for a few months the funds allotted for some town improvement to the relief of their starving or destitute fellow citizens.

He would only add that if the Council be willing to consider the proposed Bill, the Bill will not be hurried through, but will remain some months before the public; it will be referred for opinion to the most intelligent of our existing municipal bodies, and it will, he hoped, receive full consideration, and gain much improvement, at the hands of the Council and of the Select Committee.

HIS HONOR THE PRESIDENT said he wished to say a very few words in regard to an expression which fell from the hon'ble member who had just addressed the Council. It was just possible that hon'ble members and the public in general might be somewhat alarmed by the formidable catalogue of the modes of taxation which he had with so much ability and so much persuasion detailed to the Council. It was not so much for the information of the members of the Council, but in order to obviate the fears of the public in general, that His Honor drew the attention of the Council to the fact that the proposal of Government was not that *all* these taxes should be imposed, but simply that every municipality should have free and ample power to choose what tax or taxes it considered

most desirable to impose. His Honor hoped that amongst these many taxes one or other or several of them would be found which these municipalities would consider adapted to their own requirements, and calculated to press as lightly as may be on the resources of the population. He would also, in regard to the subject of education, say that it was a matter which, so far as His Honor was concerned, he should be very glad that the Select Committee and the Council should consider to what class of school, and to what other objects, it should be free and open to municipal corporations to devote their funds. His impression was that at this moment there were many municipalities anxious to give assistance to institutions which the law had not authorized them at present to aid with their funds. He had had frequent applications from municipalities anxious to aid dispensaries and schools; and it often happened that the majority of the people in a town were inclined to aid these institutions, and that they thought and agreed that the best, fairest, and most equitable mode of giving such assistance should be by means of municipal taxation. It is proposed, then, that a very wide power should be given to municipalities in regard not only to the different modes of taxation, but also in regard to the different modes of expenditure. Coming back to the point from which His Honor started, namely, the establishment of municipal schools, it would be for the Select Committee and the Council to consider to what classes of schools assistance might properly be given. It might be possible that the Council might consider that it should be in the power of municipalities to aid not only elementary schools, but also those schools which gave education in the English language and in the knowledge of the arts and sciences communicated through the English language. He would also say one or two words as to the powers proposed to be given to the commissioners under this Bill. Now, his impression was very strong that if educated gentlemen connected with various towns in various parts of the country are asked to give their assistance and time and labor for the public good, it is clear that we should entrust them with very considerable powers; and His Honor's hope was, when the Bill was thoroughly manipulated, that the Council would see their way to giving large powers to the commissioners, that they would entrust them with some of the powers now entrusted to magistrates, to deal with questions arising in towns relating to conservancy, so that they might thus exercise both power and responsibilities.

The motion was then agreed to.

JUTE WAREHOUSES: FIRE-BRIGADE.

MR. BERNARD moved for leave to bring in a Bill to amend the law for the registration of jute warehouses in Calcutta, and to provide for the establishment of an efficient fire-brigade in Calcutta and its suburbs. He said, the principle of licensing, inspecting, and controlling the storage of highly combustible substances in Calcutta had already been affirmed by the Council. Sections 38 and 39 of Act VI of 1866 provided for the registration of existing warehouses and for licensing new ones. The hon'ble member on his right (Mr. Scholch), when laying those clauses before the Council, explained that disastrous fires had occurred in Calcutta in consequence of the careless storage of jute. Two hon'ble members, one of whom he saw opposite to him, opposed those clauses, urging that such restrictions would unduly hamper a very important and largely increasing trade; but eventually the clauses regarding jute warehouses in the Act VI of 1866 were unanimously adopted by this Council. But the law as it stood did not touch the jute warehouses in the suburbs, and though it provided for registering and inspecting existing warehouses, it did not provide for controlling their owners and for withdrawing licenses, or in any way for enforcing care and vigilance on the part of the owners.

Since 1866 the jute trade had increased enormously: the exports from the port of Calcutta were nearly three and a half million hundred-weights last year, and it was expected that they would reach four millions this year. All, or nearly all this quantity, and a great deal more jute required to make up the seven or eight million gunny bags exported annually, had to be stored for a longer or shorter time, and had to be packed for export, in or near Calcutta. There were in January last 247 jute warehouses in Calcutta alone, besides those in the

suburbs. As some hon'ble members of this Council well knew, the custom at many warehouses and pressing places was to leave the jute drums (as they were called) and loose jute out in open yards, and to spread jute clippings over the court yard where a press might be at work. These jute yards were generally in the heart of the most populous parts of the city: some of them were in the midst of the mercantile quarter on the river bank. It would be in the recollection of most of us that a few weeks back a fire broke out in a jute screw-house on the quay, and that fire, if there had been any wind, must have reached an adjoining jute store; it might have destroyed the quarter of Calcutta which contained all the chief warehouses of foreign goods, and it would probably have spread to the shipping. If the Council allowed him, he would read a short extract from a letter of the Chamber of Commerce, in which they described the occurrence and urged that some measures should be taken to prevent catastrophes of that kind:—

"The consideration of this matter has been pressed anew upon the attention of the Chamber by the fire which broke out last Sunday night in a jute screw-house situated in a closely occupied part of Clive Street, surrounded by merchants' offices and godowns containing merchandize of great value. It is the general belief that notwithstanding the exertions of the fire-brigade and the extraordinary efforts made by the European crews of vessels moored near the scene of the fire, and which were fortunately successful in confining its ravages to a single block of buildings, if there had been an ordinary amount of wind at the time, the fire would have speedily reached and utterly destroyed a vast amount of property in the neighbourhood, and its extension would have been attended with the most deplorable consequences to the trade of Calcutta."

A few days ago two Calcutta firms, which had their offices and godowns on the quay, complained to the magistrate against a jute warehouse next door to them. In this enclosure of their store there were some 200 square yards of ground covered with jute clippings; the stack of clippings was twelve feet or so high, and topped the wall of the yard. On one side of this yard was a steam-engine and its fire, on the other was a large forge constantly at work. If a spark had fallen from either of these fires on the jute clippings, and if there had been any wind, a most disastrous fire must have been the result. But the magistrate could not, as the law now stood, compel the owner of the jute yard to take order with his property so as to obviate the risk of fire.

The Justices of the Peace, the Chamber of Commerce, the Suburban Municipal Commissioners, all thought that this state of things ought not to continue, and agreed to ask the Legislature to strengthen the hands of the municipality in this matter. It was happily true that we had not as yet had many serious accidents from the burning of jute stores: but when this Council considered the risk caused by the present condition of many of these jute yards; when it remembered that the existence of ill-ordered jute yards all over the richest parts of the city was not only likely to cause fires, but was certain to increase enormously the evils of any conflagration which might unfortunately occur—when the Council considered these points, it would perhaps permit further legislation with a view to strengthening the hands of the municipal authorities in this matter.

It had been suggested that all jute warehouses ought to be taken outside Calcutta, or, at any rate, that a limited portion of the town should be set apart for the accommodation of such stores. But these suggestions had not been adopted in the present Bill. All that was proposed was to empower the justices to inspect jute warehouses, to insist on their being managed with discretion, and to refuse licenses to new jute warehouses; and the Bill empowered the magistrate to suspend and to withdraw the license from any jute yard which might be so managed as to cause danger to life or property in the neighbourhood. The Bill also empowered the magistrate to impose certain moderate penalties for breaches of its provisions.

The third and fourth parts of the Bill were modelled on the recent London Fire-brigade Act. They provided for the establishment and management of a united fire-brigade for Calcutta and its suburbs. It might, perhaps, be said that many of the objects of this part of the Bill might be met by the Justices under their present powers; but legislation was needed to enable the two municipal bodies (Calcutta and the suburbs) to unite together. There were only two clauses of new substantive law proposed in these Parts which were of any

importance. The first was the levy of a certain charge on the premia of fire insurances in Calcutta, this charge being a contribution towards the cost of the fire-brigade; and the second, which enabled the fire-brigade officers and the police to take order with property or houses close to the place where a fire might be raging. These provisions seemed in themselves fair and useful; they had been adopted in the London Fire-brigade Act, and there was nothing in the circumstances of Calcutta to prevent our adopting them.

He had only to add that if the Council saw fit to permit the introduction of this Bill, and if the Bill should be referred to a Select Committee, the Committee would take steps to obtain from the Justices, from the Chamber of Commerce, and from the Suburban Municipal Commissioners, such expression of opinion as those bodies might be willing to give on the principles and details of the Bill.

HIS HONOR THE PRESIDENT said he had received that morning a memorial from the Agents of certain Fire Insurance Companies in connection with this Bill. He had not had time to communicate with the hon'ble member in charge of the Bill regarding the memorial, and therefore, if agreeable to the Council, he would ask the Secretary to read it.

The memorial, which was as follows, was then read:—

“CALCUTTA, 4th December 1871.

To H. L. DAMPIER, Esq., c.s., *Secretary to the Government of Bengal.*

SIR,

WE, the undersigned Agents of Fire Insurance Offices, have to bring to your notice, for the information of His Honor the Lieutenant-Governor of Bengal, that at a meeting held by us this day at the Chamber of Commerce, after discussion of the occurrence of the late disastrous fire (the second of the kind this year) which took place on the night of Sunday, the 26th ultimo, and was caused by the ignition of jute in godowns situated in Clive Street, we came to the following resolution:—

‘That owing to the great danger in which both life and property were placed from the constant recurrence of such fires, arising as they do from loose jute and cotton stored in godowns situated in and bordering on the bazar, His Honor the Lieutenant-Governor be requested to cause measures to be taken, at the earliest possible date, for the entire removal of all unscrewed and screwed jute and cotton or other inflammable fibres beyond the limits of the town of Calcutta, and for the suppression of all screws within the said limits.’

We do not think that we are unreasonable in urging upon His Honor the Lieutenant-Governor that such an Act may be passed, considering the large interests that are endangered, and that although it is in a measure for our protection, it is still more so for that of native life, as well as both European and native property stored in the business part of the city.

On both occasions of fire to which we refer, there was fortunately scarcely any wind blowing. Had a high wind prevailed, a conflagration might have been witnessed little short of the late terrible one in America, and the loss of property might have involved a large portion of the commercial community in comparative ruin.

In laying this matter before His Honor the Lieutenant-Governor, we beg further to intimate to you that should His Honor require any further information upon the subject before taking action, a deputation of Agents of fire offices will, when convenient to His Honor, be prepared to wait upon him.

We have, &c.,

(Signed by seventeen Agents of Fire Insurance Offices.)

The motion was then agreed to.

MR. BERNARD applied to the President to suspend the rules for the conduct of business to enable him to move that the Bill be read in Council and referred to a Select Committee.

HIS HONOR THE PRESIDENT, in suspending the Rules for the conduct of business, said that under the urgent necessity for legislation, caused by the recent occurrence of a disastrous fire, he hoped the Council would think that he was right in suspending the rules, in order to enable the Committee, to whom the Bill would be referred, to proceed with its consideration as soon as possible.

MR. BERNARD then moved that the Bill be read in Council.

MOULVY ABDOL LUTEEF said, he begged to support the principle of the Bill which had just been introduced, and in doing so to state that it had not been introduced a moment sooner than it was most urgently needed. He begged to draw the attention of the Council to the fact that for some time past, and especially since the late fire in Clive Street, there had been an immense increase of jute storage in the suburbs; almost every empty building, whether pukka or kutcha, from Baliaghatta to Burranuggur, being filled up with loose jute, as well as the empty godowns in Kidderpore in close proximity to the Government dock-yard and other valuable property.

The Sealdah Railway Station had also been crowded with jute drums, through which engines, blowing off sparks and dropping red-hot cinders, were constantly running, and this had been continued in spite of the strong remonstrance of the Chairman of the Suburban Municipal Commissioners and the Magistrate of the 24-Pergunnahs, and of the warning of the year before last, when a very considerable fire occurred in the station, and a quantity of jute and other property was destroyed.

Such a state of affairs very urgently required that some stringent rules should be passed for the registering and licensing of all places, not only in Calcutta, but also in the suburbs, and for insisting that proper care should be taken by the dealers in jute against fire.

The Bill, however, he found, did not vest the Suburban Municipal Commissioners with power in the matter, and he thought that they should have as much power in the suburbs as the Justices of the Peace in Calcutta.

MR. COLVIN said, that as this was the first occasion on which he had the honor of sitting in the Council, he felt that it would have been more becoming on his part to have preserved a modest silence than to address the Council, as he ventured to do, without having first acquired some experience of its proceedings. But as the Bill which had just been introduced was one which, while of great importance to the inhabitants of the city at large, also closely affected the interests of the section of the community to which he more immediately belonged, and the interests of which he trusted he might be considered in some degree to represent, he did not think he would be doing his duty by his fellow merchants and traders if he did not endeavour to express the views which he believed to be held by them generally, as well as by himself personally, on the subject. Still he did not wish to appear as the advocate of the interests of a particular class, except in so far as the general welfare was involved in and connected with them. He would premise that the object of the measure, viz. the greater security of the city against fires, especially such as arise from the storage of hazardous goods in premises within its precincts, was one which he was very glad to have the opportunity of supporting, and that he quite concurred in the provisions of the Bill as far as they went; but he thought that there would be found to be a general impression that they should go further still, and that provision should be made for the eventual abolition of licenses altogether for the storage of jute, cotton, and other combustible substances in premises within the limits of the town, and for their gradual removal to safer situations on the outskirts of the city, such as the banks of the canals or the other side of the river. This might appear a strong measure, but he believed it to be really essential for the purpose in view; and that half measures, such as a more stringent system of licensing, though a step in the right direction, were comparatively inadequate. For instance, he was informed that the premises in which the recent fire occurred were duly licensed under the existing Act; yet the fire occurred there all the same, and a similar event might of course happen again in a like situation. It might be said that he had not shown sufficient cause for such an apparently arbitrary proceeding; that the experience of recent years did not point to any fire of such great extent, or attended with such serious consequences, as to render it necessary, or to warrant His Honor's government in adopting it. But if no such calamity had yet happened, he believed that there was none the less a dreadful danger that it might occur, and that an adverse combination of circumstances might at any time cause a fire, originating in these dangerous premises, and spreading to the godowns of English offices, and to the bazar, into a conflagration which would involve disastrous consequences, and very heavy losses both to the European and Native community. It was to secure something like immunity from the risk of such a calamity that he desired to advocate the proposal he had named. He was aware that the proposal might involve the consideration of the question of compensation to the owners of property, the value of which would be affected by it; but he did not think that this question was one which it would be very alarming to confront, or difficult to deal with fairly.

The establishment of a more efficient fire-brigade was a step the desirability of which would not, he thought, be questioned; but there was one point

connected with it on which he wished to remark, viz. the proposal to tax Fire Insurance Companies for a part of the expenses of the fire-brigade. Though he happened to be an agent for a Fire Insurance Company, he was not pleading their special interests, but only stating the principle on which he thought such a tax should be based. Fire insurance was a considerable and important element of the trade of the city, and as such, fairly liable to bear its due proportion of imperial and municipal taxation; but to single it out specially to contribute to a fund of which the object was admittedly the general safety of public life and property, was, he thought, a proceeding decidedly open to question.

Lastly, he wished to express the general satisfaction, which he was sure would be felt, that His Honor's government was taking early steps to secure greater protection against fire than now exists, but is urgently needed in this city, which contains such a vast population, and such an accumulation of valuable property within a comparatively limited area, and in situations of very considerable risk.

MR. BERNARD said, there were one or two points on which he thought he ought to reply, as this was in some sense the second reading of the Bill. The hon'ble member on his left (Moulvy Abdool Luteef) had observed that the Suburban Municipal Commissioners had no power under the existing law to license or register jute warehouses. This, however, was a matter with which the Select Committee could deal; but the idea was that the Corporation of Justices for Calcutta should be responsible for the working of the Bill throughout Calcutta and the suburbs. If, however, it was necessary that the Suburban Commissioners should have co-ordinate powers with the Justices under the Bill, such powers could be given; but there was something to be said for having one agency to do the whole business. The hon'ble member opposite (Mr. Colvin) had made a suggestion which would be a question for the Howrah Municipal Commissioners and the Council to consider, namely, as to whether it would not be advisable to provide for the eventual removal of jute storehouses from Calcutta across the river to Howrah, and to portions of the suburbs. The hon'ble member must be admitted to be a better authority on such a subject than perhaps any other member of the Council, and he had expressed a decided opinion that it was advisable to provide for the eventual removal of these warehouses from Calcutta. On such a point he (MR. BERNARD) had no doubt that the Council would be advised by the Chamber of Commerce and other authorities if they thought it right that such provision should be made in the Bill; and if it was in the interests of the commerce of Calcutta the framers of the Bill certainly would not object. There was one other point that had been referred to, namely, the taxation of Insurance Companies for the support of a fire-brigade. This provision was adopted from the recent Act of Parliament providing for the establishment of the London fire-brigade, and he believed that the history of Insurance Companies in London would show that formerly Insurance Companies used to keep their own fire-engines, and that there used to be a rivalry between the different companies as to which should get first with their engines to the fire. It was however found better to get all the fire-engines into one brigade, under one management; and the Insurance Companies therefore no longer kept up their respective engines, but contributed towards the expense of the general brigade.

The motion was then agreed to, and the Bill referred to a Select Committee, consisting of Mr. Bayley, Moulvy Abdool Luteef, Rajah Joteendro Mohun Tagore, Mr. Colvin, and the mover, with instructions to report in one month.

HIS HONOR THE PRESIDENT moved that the memorial from the Agents of Fire Insurance Offices, and the communication from the Chamber of Commerce, be printed, and in doing so he said he would take this opportunity of announcing to the Council a fact which would certainly facilitate any legislation which the Council might see fit to take in the direction indicated by the hon'ble member on the right (Mr. Colvin). The fact which he had to state was this, that he believed, that Her Majesty's Government at home had sanctioned the immediate construction of the Hooghly bridge. Not a moment would be lost in carrying out the work; and we may reasonably hope, at a very early period, to see Calcutta connected with Howrah by this bridge. One of the main objects of a

bridge over the Hooghly was to convert Howrah into a suburb of Calcutta, in which jute might be stored, and other measures might be taken to eke out the scant room we have in Calcutta. With reference to the observations of the hon'ble member to whom he had already referred, HIS HONOR would remark that he was not only personally indebted to him for acceding to his wish that he should join this Council, but the Council itself was indebted to him for the practical assistance which he had, in so early a period of what HIS HONOR might style his legislative career, shown himself to be so ready to give us. HIS HONOR was sure that there was no hon'ble member who could give the Council greater assistance in respect of a Bill of this kind, and in respect of other bills of a similar nature, as the hon'ble member, and HIS HONOR hoped he would consent to serve on the Select Committee to whom the Bill would be referred.

The motion was agreed to.

CALCUTTA MUNICIPALITY.

MR. BERNARD moved for leave to bring in a Bill to extend the borrowing powers of the Justices of the Peace for the town of Calcutta. A letter from the Justices explaining why they wish to borrow more money, and why they are obliged to trouble the Legislature on the matter, is, he believed, in the hands of each member of the Council. The Justices' letter showed that the Corporation of Calcutta had decided, at a large meeting held after long discussion, to accept the advice of certain skilled engineers who know Calcutta well, and to extend the drainage works which have already done much benefit to a part of Calcutta. The proposed extension will not indeed complete the drainage scheme for the whole city, but it will provide for the wants of a large and very thickly peopled part of the native town. These drainage works being of the nature of permanent improvements, cannot be carried out from current revenue; they are an outlay from capital, and must be paid for by loan: and the Justices have no power to issue further debentures. The Justices consider that the extension now proposed is as heavy a burden as they can fairly lay upon the present inhabitants of Calcutta. When the existing liabilities of the Justices shall have been in some degree discharged, Calcutta may hope to carry out the drainage scheme still further, if its principles and plan are some years hence as generally approved as they are now.

This Council may not desire to consider whether the drainage plan is or is not a good one, the hon'ble President has expressed a strong opinion in favor of the drainage scheme; the decision of the Justices is as strongly in his favor. But the Council, before it permits the Justices to add to the funded debt of Calcutta, will desire to be satisfied that the city can afford these improvements, and that the interest on the proposed new loan can be paid, and a sinking fund to liquidate the principal can be established without imposing undue burdens on the citizens. The letter which is in the hands of the members of the Council explains the present financial position of the Calcutta corporation. Calcutta has already a funded debt which shortly will amount to 113 lakhs (£1,130,000 sterling). Of this large sum, 52 lakhs is the water-works loan. He need hardly dwell upon the advantage in respect of water-supply, which Calcutta now enjoys above any city in India, perhaps above any city in Asia. But at any rate the water-works loan is not a charge on the general revenues of the corporation; the water-rate yields enough to pay the interest on the loan, and also maintains a sinking fund which will liquidate the whole loan in about thirty years, that is, within the life-time of the present generation. Six lakhs of the funded debt are the markets loan; and the Justices anticipate that the rents of these markets will fully repay the interest on the loan, and will also maintain a sinking fund for liquidating the debt in thirty years. The rest of the funded debt consists of 55 lakhs, which the Justices were empowered by this Council to borrow for works of permanent improvement; the interest and the sinking fund on this loan are met from the general revenues of the corporation. The Justices now find that after paying interest on their funded debt; after setting aside an annual sum for the sinking funds which he had described, and after paying for the police of the town and for its lighting, they had about eleven lakhs of rupees annual income for

general purposes. From this eleven lakhs the Justices propose to meet the interest and the sinking fund allotment for the new loan. If the further loan is sanctioned, the money will probably be obtained from Government under the Local Loan Act, at a much lower rate of interest than the Calcutta debentures now bear. The Justices' letter does not indeed state that the necessities of the proposed loan will not involve fresh taxation; but he gathered that such is their intention, and the Chairman informed him that he considers the existing taxation is sufficient to meet the requirements of the proposed new loan.

MR. BERNARD had troubled the Council thus long in this matter, because it seems right that the financial state of the corporation should be made clear. Financial difficulties in a sister Indian city may perhaps make the Council anxious about the wisdom of increasing the funded debt of Calcutta. But it seems as if the Calcutta Municipal Corporation has hitherto managed their affairs sufficiently well to warrant their asking this Council's leave to borrow a further sum for permanent improvements to the metropolis of British India.

The motion was agreed to.

MR. BERNARD applied to the President to suspend the rules for the conduct of business to enable him to move that the Bill be read in Council and referred to a Select Committee.

HIS HONOR THE PRESIDENT said, this was not a subject that the Government had any disposition unduly to hurry, but it was felt that the Justices had justly said that if the work on which the money was to be expended was to be undertaken, it ought to be done quickly. The working season was passing away and it was very desirable that a reply should be given to their proposition as soon as may be. The subject had been thoroughly discussed by the corporation, and the papers on the subject would be laid before the Council which would put them into possession of the whole facts; and under these circumstances he thought he would be justified in suspending the rules in order that the Bill might be read in Council and referred to a Select Committee at once.

The motion was then agreed to, and the Bill referred to a Select Committee, consisting of Mr. Bayley, Rajah Joteendro Mohun Tagore, Mr. Colvin, and the Mover, with instructions to report in one week.

EMBANKMENTS AND DRAINAGE.

MR. SCHALCH, in reference to the motion on the paper opposite his name, moved that the Report of the Select Committee on the Bill to provide for embankments and drainage, be taken into consideration in order to the settlement of the clauses, and that the clauses of the Bill be considered for settlement in the form recommended by the Select Committee, observed that since his return to town he had found that a considerable mass of papers had been collected bearing upon very important points of the Bill before the Council. These papers referred mainly to the embankments at present maintained by Government. Since the Council last met, a communication had been submitted by the British Indian Association which touched on a principle of rather special importance, that was to say the section which proposed to abolish all pre-existing liabilities. The communication was couched in very moderate terms, and he thought deserved most serious consideration. He thought he might say that there was no desire on the part of the Government to take advantage of any section of the Bill to repudiate their liabilities, and he desired to look into the subject, and see what embankments the Government were in justice bound to maintain, and what they had been obliged to take up, owing to those who were properly liable not fulfilling their liabilities. It would take time to wade through the mass of papers that had been collected before bringing forward the motion now before his name, as they will require much consideration, and he therefore proposed now to suggest that the Report of the Select Committee be accepted and taken into consideration in order to the settlement of the clauses of the Bill. He would suggest that the consideration of the clauses be at present postponed, and that it be brought forward on a future day for settlement in the form recommended by the Select Committee. He took this opportunity also to mention that the honorable member on his left (Mr. Bernard) had very kindly undertaken to relieve him of the

management of this Bill. The hon'ble member had been a member of the Select Committee, and had given great attention to the progress of the Bill through the Committee, and he was sure that the hon'ble member as fully; if not more, able to take charge of the Bill than he (MR. SCHALCH) was. He would also take this opportunity to say that if the hon'ble member should find at any time that any advice or suggestion were needed in respect of the Bill with which he (MR. SCHALCH) had been so long connected, it would be his greatest pleasure to do so.

The motion was agreed to, and the further consideration of the Bill was postponed for one month.

The Council was adjourned to Saturday, the 16th instant.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rain from 20th Nov. to 30th Nov. 1871.	Rain from 27th Nov. to 3rd Dec. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Inches	Up to date.	
CHOTA NAGPORE.	Cuttack { Telegraph Office ...	Inches. Nil	Inches. Nil	56.28	3rd Dec. 1871.	
	Cuttack { Jail ...	ditto	ditto	50.23	ditto.	
	False Point ...	ditto	Not received	50.29	26th Nov. 1871	
	Jajipore ...	ditto	ditto	59.19	ditto.	
	Kendraparah ...	ditto	ditto	48.30	ditto.	
	Jugutsingapore ...	ditto	ditto	50.03	ditto.	
	Sumbulpore ...	Not received	ditto	41.76	19th Nov. 1871	
	Balasore ...	Nil	Nil	63.86	3rd Dec. 1871.	
	Bhuddruck ...	Not received	Not received	52.98	19th Nov. 1871.	
	Pooree ...	Nil	Nil	55.32	3rd Dec. 1871.	
	Khordah ...	Not received	Not received	56.42	29th Oct. 1871.	
	Hazareebaugh Jail ...	Nil	Nil	55.06	3rd Dec. 1871.	
	Burhee ...	ditto	Not received	49.02	26th Nov. 1871	
	Pachamba ...	ditto	ditto	57.32	ditto.	
	Ranchee ...	ditto	Nil	61.43	3rd Dec. 1871	
	Palamow ...	ditto	ditto	51.56	ditto.	
	Puruha ...	ditto	ditto	61.20	ditto.	From 12th June.
	Gobindpore ...	ditto	ditto	53.91	ditto.	
	Chyebassa ...	ditto	ditto	58.42	ditto.	
	Patna (Bankipore) ...	ditto	ditto	59.32	ditto.	
PATNA.	Dinapore Jail ...	ditto	ditto	58.03	ditto.	
	Behar ...	Not received	ditto	54.22	ditto.	Not received 20th to 28th Nov.
	Barh ...	Nil	ditto	37.64	ditto.	
	Gya ...	ditto	ditto	47.97	ditto.	
	Sherghotty ...	ditto	ditto	46.17	ditto.	Not received 2nd to 8th Oct.
	Nowadah ...	ditto	ditto	53.90	ditto.	
	Arungabad ...	ditto	ditto	39.33	ditto.	
	Chunnamrau ...	Not received	Not received	59.53	19th Nov. 1871.	Not received 9th Oct. to 5th Nov.
	Bettiah ...	Nil	ditto	61.93	26th Nov. 1871.	From 5th June, and not received 9th to 22nd Oct.
	Chuprah ...	ditto	Nil	75.67	3rd Dec. 1871.	
	Sewan ...	ditto	ditto	83.61	ditto.	
	Mozufferpore ...	ditto	ditto	77.02	ditto.	
	Durbhangah ...	Not received	Not received	78.70	12th Nov. 1871	Not received 9th to 22nd Oct.
	Seetamarree ...	Nil	Nil	63.89	3rd Dec. 1871.	
	Tajpore ...	Not received	ditto	52.98	ditto.	Not recorded 6th to 19th March, and not received 20th to 28th Nov.
BHARUGULPORE.	Mudhubani ...	Nil	Not received	60.61	26th Nov. 1871.	From 1st April, and not received 16th to 22nd Oct.
	Hajipore ...	ditto	ditto	50.92	ditto.	From 22nd May.
	Arrah ...	ditto	Nil	60.89	3rd Dec. 1871.	
	Buxar ...	ditto	Not received	72.48	26th Nov. 1871.	
	Sasseram ...	ditto	Nil	52.55	3rd Dec. 1871	Not received 30th Oct. to 5th Nov.
	Bhubhoah ...	Not received	Not received	61.37	5th Nov. 1871.	
	Benares ...	Nil	ditto	55.13	26th Nov. 1871	
	Bhangulpore ...	Not received	ditto	37.62	19th Nov. 1871	Not received 9th Oct. to 12th Nov.
	Mudheypoorah ...	ditto	Nil	56.23	3rd Dec. 1871	Not received 30th Oct. to 12th Nov., and 20th to 29th Nov.
	Banka ...	Nil	ditto	49.24	ditto.	From 14th August.
	Scoopool ...	ditto	ditto	32.29	ditto.	
	Monghyr ...	ditto	ditto	58.02	ditto.	
	Jamooie ...	ditto	Not received	47.37	26th Nov. 1871	
	Begoserai ...	ditto	ditto	41.39	ditto.	
	Deoghur ...	ditto	Nil	56.52	3rd Dec. 1871	From 13th February.
RAJSHAHY.	Jamtara ...	ditto	Not received	62.53	26th Nov. 1871	From 12th February.
	Rajmehal ...	ditto	Nil	71.40	3rd Dec. 1871	From 21st May.
	Pakour ...	ditto	ditto	50.27	ditto.	Not received 20th to 28th Nov.
	Purneah ...	Not received	ditto	80.33	ditto.	From 13th June.
	Kishengunge ...	Nil	Not received	65.82	26th Nov. 1871	From 26th June.
	Arrareah ...	Not received	ditto	77.06	1st Oct. 1871	
	Rainpore Beaulah ...	Nil	Nil	72.51	3rd Dec. 1871	
	Nattore ...	ditto	ditto	85.16	ditto.	
	Bograh ...	ditto	ditto	92.99	ditto.	
	Dinapore ...	ditto	ditto	70.41	ditto.	
	Maldah ...	ditto	ditto	61.69	ditto.	
	Berhampore ...	ditto	ditto	59.07	ditto.	
	Jungipore ...	ditto	ditto	63.15	ditto.	From 16th January.
	Lalbagh ...	ditto	ditto	62.49	ditto.	From 17th April, and not received 18th to 24th Sept.
	Jamooakandi ...	Not received	Not received	64.86	29th Oct. 1871	
BURDWAN.	Pubna ...	Nil	Nil	71.52	3rd Dec. 1871.	
	Serajunge ...	ditto	ditto	76.96	ditto.	
	Rungpore ...	ditto	ditto	94.15	ditto.	
	Bhowanigunge ...	ditto	ditto	67.31	ditto.	From 22nd January.
	Titallya ...	ditto	ditto	81.68	ditto.	
	Burdwan ...	ditto	ditto	68.35	ditto.	
	Cutwa ...	ditto	ditto	69.72	ditto.	
	Calna ...	ditto	ditto	64.21	ditto.	Not received 16th to 22nd October.
	Bood-Bood ...	ditto	ditto	65.20	ditto.	
	Bancoorah ...	ditto	ditto	61.40	ditto.	
	Raneegunge ...	ditto	ditto	54.88	ditto.	
	Sooree ...	ditto	ditto	61.61	ditto.	
	Hooghly ...	ditto	ditto	79.99	ditto.	
	Serampore ...	ditto	ditto	55.41	ditto.	From 20th March.
	Jehanabad ...	Not received	Not received	66.86	15th Oct. 1871	From 21st April.
	Howrah ...	Nil	ditto	93.36	26th Nov. 1871	
	Midnapore ...	ditto	Nil	72.02	3rd Dec. 1871	
	Contai { Dy. Collr.'s Office ...	ditto	ditto	87.15	ditto.	Not received 16th to 22nd Oct.
	Contai { Exe. Engr.'s Office ...	Not received	Not received	100.62	19th Nov. 1871.	
	Gurbetta ...	Nil	Nil	62.05	3rd Dec. 1871	From 6th February.
	Tumlook ...	Not received	Not received	70.78	5th Nov. 1871.	

DIVISION.	Stations.	Rain from 20th Nov. to 28th Nov. 1871.	Rain from 27th Nov. to 3rd Dec. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Inches.	Up to date.	
PRESIDENCY.	Kishnaghur	Nil	Nil	60.55	3rd Dec. 1871.	
	Bongong	ditto	ditto	75.11	ditto	Not received 13th to 19th Nov.
	Managhat	ditto	ditto	58.00	ditto.	
	Meherpore	ditto	ditto	63.21	ditto.	
	Chooadangab	Not received	Not received	91.35	12th Nov. 1871.	
	Kooshtea	Nil	Nil	81.35	3rd Dec. 1871.	
	Jessore	ditto	ditto	83.10	ditto.	
	Khoolnah	ditto	ditto	79.65	ditto	From 16th February.
	Jenidah	Not received	Not received	92.62	5th Nov. 1871	From 6th March.
	Nurail	ditto	ditto	61.03	ditto	From 3rd April.
	Magoorah	ditto	ditto	41.81	ditto	ditto.
	Bagirhaut	ditto	ditto	80.78	ditto	
	Saugor island	Nil	Nil	109.70	3rd Dec. 1871.	
	Calcutta	ditto	ditto	93.31	ditto.	
	Alipore { Hospital	ditto	ditto	96.39	ditto.	
	{ Jail	ditto	ditto	97.63	ditto	Not received 6th to 12th Nov.
	Barrackpore	ditto	ditto	84.52	ditto.	
	Dum-Dum	ditto	ditto	70.51	ditto.	
	Baraset	ditto	ditto	69.26	ditto.	
	Satkherah	ditto	ditto	73.78	ditto.	
DACCA.	Busseerhaut	ditto	ditto	74.56	ditto	
	Diamond Harbour	ditto	ditto	89.99	ditto.	
	Barripore	ditto	ditto	93.80	ditto.	
	Dacca { Telegraph Office	ditto	ditto	86.74	ditto.	
	{ Jail	ditto	ditto	81.90	ditto.	
	Burrisaul	Not received	ditto	93.04	ditto.	Not received 20th to 26th Nov.
	Dowlat Khan	ditto	Not received	113.26	5th Nov. 1871	Not recd. 25th Sept. to 8th Oct.
	Perazepore	Nil	Nil	92.45	3rd Dec. 1871.	
	Madaripore	ditto	ditto	79.70	ditto.	
	Furzedpore	ditto	ditto	92.16	ditto.	
	Goalundo	ditto	ditto	59.33	ditto.	From 5th June.
	Mymensing	Not received	Not received	111.04	19th Nov. 1871.	
	Jamalpore	Nil	ditto	78.08	26th Nov. 1871.	
	Atteah	ditto	Nil	103.65	3rd Dec. 1871.	
CHITTAGONG.	Kishoregunge	ditto	ditto	117.71	ditto.	
	Sylhet	ditto	ditto	144.09	ditto.	
	Cachar	ditto	ditto	91.37	ditto.	
	Hylakandy	0.20	Not received	92.45	26th Nov. 1871.	
	Koyah	0.10	0.10	103.88	3rd Dec. 1871.	
	Chittagong { Telegraph Office	Nil	Nil	102.78	3rd Dec. 1871.	
	{ Jail	ditto	ditto	107.17	ditto.	
	Cox's Bazar	ditto	Not received	163.60	26th Nov. 1871.	
	Rangamatee Hill	ditto	Nil	98.78	3rd Dec. 1871.	
	Noakhally	ditto	ditto	132.83	ditto.	
COCH BEHAR.	Tipperah	ditto	ditto	97.43	ditto.	
	Brahmanbariah	ditto	ditto	111.32	ditto.	
	Akyab	ditto	ditto	199.30	ditto.	
	Coch Behar	ditto	ditto	12.54	ditto	From 22nd September.
	Buxa	0.18	ditto	167.51	ditto.	
	Goniparah	0.20	ditto	85.69	ditto.	
	Dhoobree	Not received	Not received	67.53	5th Nov. 1871	Not recorded 27th Feb. to 5th Mar.
	Tura (Garó Hills)	Nil	Nil	107.54	3rd Dec. 1871.	
	Darjeeling { Telegraph Office	Not received	Not received	124.54	31st Oct. 1871.	
	{ Hospital	0.08	Nil	117.10	3rd Dec. 1871.	
ASSAM.	Rungbee	Not received	Not received	190.91	31st Oct. 1871.	
	Falacottah	ditto	ditto	43.97	6th Aug. 1871	Not recorded since 6th August.
	Julpigooree	Nil	Nil	91.80	3rd Dec. 1871.	
	Boda	Not received	Not received	64.08	19th Nov. 1871.	
	Tezporé	0.87	Nil	82.88	3rd Dec. 1871.	
	Nowgong	0.60	ditto	127.41	ditto	Not received 9th to 15th Oct.
	Mungledye	0.29	Not received	67.39	26th Nov. 1871	From 30th Jan.
	Burpottah	Nil	ditto	79.57	ditto	Not received 25th Sept. to 1st Oct.
	Gowhatty	ditto	Nil	56.02	3rd Dec. 1871.	
	Seesaugor	2.05	Not received	118.31	26th Nov. 1871.	
	Jorehaut	0.92	ditto	92.81	ditto	From 22nd February and not received 13th to 19th Nov.
	Golaghat	0.27	ditto	105.96	ditto.	
	Nazeerah	1.63	ditto	111.47	ditto.	
	Debrooghur	0.19	ditto	107.40	ditto	Not received 30th Oct. to 5th Nov.
	Suddya	0.56	ditto	92.28	ditto	Not received 11th to 24th Sept., and 16th to 22nd Oct.
	Shillong	Nil	ditto	69.71	ditto.	From 18th February
	Cherrapoonjee	ditto	Nil	314.15	3rd Dec. 1871	Not received 30th Oct. to 5th Nov.
	Jaowai	ditto	Not received	120.60	26th Nov. 1871	Not received 2nd to 8th Oct.
	Samoogoodting	ditto	ditto	57.48	ditto	

CALCUTTA.
The 9th December 1871.

FANINDRA MOHAN BASU,
For Meteorological Reporter to the Govt. of Bengal.